

**CORNELL UNIVERSITY
LIBRARIES
ITHACA, N. Y. 14853**



**John M. Echols
Collection on Southeast Asia
JOHN M. OLIN LIBRARY**



FEDERATED
MALAY
STATES RAILWAYS



P. A. ANTHONY,
GENERAL MANAGER
FEDERATED MALAY STATES RAILWAYS

KUALA LUMPUR
MALAY PENINSULA

BRITISH MALAYA.



Equable Tropical Climate.

Magnificent Scenery. —



Big Game Shooting.

Snipe Shooting, best in the World.

Great Tin Mines.

Good Hotels.

Rubber Estates.

Summer Seas.

Government Railway.

Excellent Steamship Services.

Coconut Plantations

Chinese Temples.

Fine Roads for Motoring over 2,000 miles.

Winter Resort for Travellers.

For Maps, Time Tables and Illustrated Guide to the F. M. S. apply to—

“General Manager for Railways.”

KUALA LUMPUR ;

OR

The Malay States Information Agency, 88 Cannon Street, London, E.C. :

OR

Thos. Cook & Sons, Ludgate Circus, London, E.C.

FEDERATED MALAY STATES RAILWAYS.

**Pamphlet of Information
for Travellers.**

Tours in the Malay Peninsula

—
1914.

Federated Malay States Railways.

THE STATION HOTEL, KUALA LUMPUR.

ELECTRIC LIGHT AND FANS. ———
HIGH-CLASS RESTAURANT ADJOINING.
——— MODERATE AND FIXED TARIFF.

Accommodation can be secured by Telegram, free of charge, on application to the Station Master at any Station on the Federated Malay States Railway System.

For Tariff and other Particulars, apply to the

Traffic Manager,

F. M. S. RAILWAYS,

KUALA LUMPUR.

THE STATION HOTEL, IPOH,

will be Opened in 1914.

WAGON
DS
592
F29
1914

100

Federated Malay States Railways.

*Twenty-four hours through Railway Service from PENANG to
SINGAPORE, or vice versa, 472 miles.*

DAILY.				
Penang	-	-	-	dep. 8.00 a.m.
Ipoh	-	-	-	arr. 1.13 p.m.
Kuala Lumpur	-	-	-	arr. 6.23 p.m.
Kuala Lumpur	-	-	-	dep. 8.30 p.m.
Seremban	-	-	-	dep. 10.30 p.m.
Singapore—Tank Road	-	-	-	arr. 8.16 a.m.

DAILY.				
Singapore—Tank Road	-	-	-	dep. 7.15 p.m.
Seremban	-	-	-	arr. 5.6 a.m.
Kuala Lumpur	-	-	-	arr. 6.56 a.m.
Kuala Lumpur	-	-	-	dep. 8.00 a.m.
Ipoh	-	-	-	arr. 1.00 p.m.
Penang	-	-	-	arr. 6.21 p.m.

Verify Times of Departure.

Restaurant and Sleeping Cars, lighted by Electricity, on both Trains.

Through First Class Fare \$25.65 Straits (£2 19s. 10d., \$14.18 American). English sovereigns accepted at \$8.57 Straits at the Stations.

Motor cars can run through from Penang to Malacca or vice versa (not Singapore) on excellent roads, or cars can be railed to any point or shipped to any Port. Malacca is 358 miles from Penang by road.

Railway Time Tables on Sale at all Booking Offices, price 10 cents.

VOCABULARY.

Vowels are pronounced as in Italian, consonants as in English.

What is your name? Apa nama?	Yes. Iya.	Throw away this. Buang ini.
The station (railway) is where? Station (kreta api) mana?	No. Tidak.	Give me a light. Kasih api.
This is how much? Ini brapa?	Bring. Bawa.	Rubber. Getah.
Go to the Hotel Raffles, Europe. Pergi Hotel Raffles, Europe.	Go away. Pergi.	Plantation estate. Kebun.
Call a rikisha. Panggil kreta hongkong.	Go slowly. Jalan plan.	Public Gardens. Kebun bunga.
Call a gharry. Panggil kreta kuda.	Go quickly. Jalan lekas.	The estate of Mr. — Kebun Tuan —
Turn to the right. Kanan.	Not ready yet. Blum siap lagi.	The house of Mr. — is where? Rumah Tuan — mana?
Turn to the left. Kiri.	Don't. Jangan.	Here? Sini?
Straight on. Betul.	I am ill; call the Doctor. Sahya sakit panggil Doctor.	Close? Dekat?
Luggage. Barang.	By the hour. Kira jam.	Far off. Jauh lagi.
Very expensive. Banyak mahal.	How long will it take Brapa lama itu?	Bring it here. Bawa sini.
Give it cheaper. Kasih murah.	How far is it to —? Brapa jauh pergi —?	Wait for an answer. Nanti jawab.
My price, highest, is — dollars. Herga mati — ringgit.	What? Apa?	Do not wait for an answer. Jangan nanti jawab.
Clean this. Chuchi ini.	Call a policeman. Panggil mata-mata.	One o'clock. Pukul satu.
Call the washerman to wash my clothes. Panggil dhobi chuchi kain.	Go and get back my clothes from the washerman. Pergi bawa balik kain deri dhobi.	Two o'clock. Pukul dua.

The traveller is warned that any Asiatic on being addressed in Malay by a European who is obviously unfamiliar with that language will, to gain time to understand, reply "Tuan?" (Sir?), or "Apa?" (What?), or "Apa Tuan kata," and that especially when speaking to Malays it is only slow and gentle enunciation which is likely to make them understand. The adoption of a hectoring tone will prove fatal to mutual comprehension.

Many English terms are in universal use, e.g., station (station kreta api for clearness), police station (sometimes rumah pasong, or baleri mata-mata), porter, ticket, kreta mail (mail train) post, Tuan Doctor, Tuan Magistrate, cigarette, motor car, bicycle, motor bicycle, kapal mail (mail steamer).

Singapore, Penang and Malacca

HACKNEY CARRIAGE and JINRIKISHA FARES.

	Singapore.		Malacca.		Penang.	
	2nd Class.	3rd Class.	2nd Class.	3rd Class.	2nd Class.	3rd Class.
HACKNEY CARRIAGES.						
Hire for any distance not exceeding half-a-mile ... ..	.15	.10	.15	—	.25	.20
For any distance exceeding half-a-mile but not exceeding one mile	.25	.15	.30	—	.30	.25
For every additional mile or part of a mile ... ..	.25	.15	.30	—	.25	.20
For one hour or part thereof ... ..	.75	.60	.75	—	.40	.30
For a whole day consisting of nine hours	3.00	2.00	3.00	—	3.00	2.25
For every hour or part of an hour after the 5th or 9th hour ...	.40	.30	.40	—	.30	.20
	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
JINRIKISHAS.						
For any half-a-mile or fraction of half-a-mile ... ..	.05	.03	.05	.03	.05	.03
For one hour ... ..	.40	.20	.40	.20	.40	.20
For every additional quarter-of-an-hour ... ..	.10	.05	.10	.05	.10	.05
Detention for every hour or part thereof ... ..	.10	.05	.10	.05	.10	.05

PRESENT SECTIONS AND ROUTES.

Singapore Electric Tramways, Limited.

SCHEDULE OF FARES AND SECTIONS.

Fare for each Section on each Route { 1st Class **5** cents.
2nd Class **3** cents.

The tickets are not transferable, and must be shown for inspection on demand.

ROUTE No. 1.

Tank Road to Keppel Harbour.

- SECTION 1. Tank Road Terminus to Johnston's Pier.
,, 1a. North Bridge Road to Market Street.
,, 2. Johnston's Pier to Tanjong Pagar.
,, 3. Tanjong Pagar to Pulau Brani Ferry.
,, 4. Borneo Wharf to Keppel Harbour.

Fare for full distance, 1st Class, 20 cents only.

Fare for full distance, 2nd Class, 12 cents only.

ROUTE No. 2.

Tanjong Pagar Dock to Gaylang.

- SECTION 1. Tanjong Pagar to Bras Basah Road.
,, 1a. Cross Street to Arab Street.
,, 2. High Street to Lavender Street.
,, 3. Arab Str. to Post 310 (Gaylang Village).
,, 4. Post 310 to Gayl. Terminus (T. Katong).

Fare for full distance, 1st Class, 20 cents only.

Fare for full distance, 2nd Class, 12 cents only.

ROUTE No. 3.

Lavender Street.

Fare between Serangoon Road and Gaylang Road
2 cents only.

ROUTE No. 4.

Raffles Hotel to Paya Lebar.

- SECTION 1. Raffles Hotel to Lavender Street.
,, 2. Lavender Street to Bidadari.
,, 3. Bidadari to Paya Lebar Terminus.

Fare for full distance, 1st Class, 15 cents only.

Fare for full distance, 2nd Class, 9 cents only.

COLOUR OF TICKETS.

5 cents and 3 cents ...	...	...	...	...	WHITE.
10 cents and 6 cents ...	...	...	...	...	BLUE.
15 cents and 9 cents ..	...	...	...	...	YELLOW.
20 cents and 12 cents ..	...	...	...	...	GREEN.

The 1st Class Tickets are Surcharged with two Red Lines.

All small packages which can be placed under the seat or in the car without inconveniencing passengers are carried free of charge.

SINGAPORE ELECTRIC TRAMWAYS, LIMITED.

Revised Time Table.

The Tramcars on various Routes of the Singapore Electric Tramways, Limited, will run to the following Time and Schedule: —

Route No. 1.—TANK ROAD TO KEPPEL HARBOUR.

First Car will leave Tank Road at 6.30 a.m.
" " " " Keppel Harbour at 6.30 a.m.
Last " " " " Tank Road at 10.50 p.m.
" " " " Keppel Harbour at 10.54 p.m.

Between these times Cars will run at intervals of 6 minutes till 6 p.m., after which time they will run at intervals of 8 minutes. A late Car will leave Keppel Harbour for the Tramway Depot *via* North Bridge Road and Bras Basah Road at 11.30 p.m.

Route No. 2.—THROUGH SERVICE, TANJONG PAGAR TO GAYLANG.

First Car will leave Gaylang at 6.44 a.m.
" " " " Tanjong Pagar at 6.48 a.m.
Last " " " " Gaylang at 10.45 p.m., through Car to Tanjong Pagar.
" " " " Tanjong Pagar at 10.32 p.m., through Car to Gaylang.

Between these times Cars will run at intervals of 8 minutes. A late Car will leave Gaylang for the Tramway Depot *via* Lavender Street and Serangoon Road at 11.16 p.m., and passengers by this Car who may wish to proceed to Tanjong Pagar may do so by alighting at Lavender Street, taking a fresh Car from the latter, the last Car for Tanjong Pagar leaving Lavender Street at 11.33 p.m.

NOTE.—Any Ticket is available only on the Car on which it is issued.

Route No. 3.—TANJONG PAGAR TO LAVENDER STREET.

First Car will leave Tanjong Pagar at 6.30 a.m.
" " " " Lavender Street at 6.0 a.m.
Last " " " " Tanjong Pagar at 11.56 p.m.
" " " " Lavender Street at 11.33 p.m.

Between these times Cars will run at intervals of 3 minutes. A late Car will leave Tanjong Pagar for the Tramway Depot *via* North Bridge Road and Bras Basah Road at 12 midnight.

Route No. 4.—RAFFLES HOTEL TO PAYA LEBAR.

First Car will leave Raffles Hotel at 7.0 a.m.
" " " " Paya Lebar at 6.24 a.m.
Last " " " " Raffles Hotel at 10.28 p.m.
" " " " Paya Lebar at 11.04 p.m.

Cars will leave Raffles Hotel for Lavender Street only at 10.44 p.m., 11.0 p.m., 11.16 p.m., 11.24 p.m. Last Car to Lavender Street returning to Tramway Depot only. Between these times Cars will run at 8 minutes intervals till 9.04 p.m., after which time they will run at 15 minutes intervals. On Saturdays and Sundays, Cars will run at 8 minutes intervals till last Car, 11.04 p.m. from Paya Lebar.

By Order,

SINGAPORE, 21st August, 1911.

SINGAPORE ELECTRIC TRAMWAYS, LIMITED.

PENANG TRAMS.

Route—JETTY TO AYER ITAM SECTIONS.

1	2	3	4
Jetty—Magazine.	Magazine—Jail.	Jail—Kampong Bharu.	Kampong Bharu—Ayer Itam.

Fare—1st Class, per Section, 5 cents.

2nd „ „ „ 3 cents.

Trams leave the Jail for Town and Country Sections at 6 a.m.

Last tram leaves Jetty for Jail at	...	...	...	...	10.12 p.m.
Last tram leaves Ayer Itam for Jetty (on Week days)	...	...	...	...	7.36 p.m.
Last tram leaves Ayer Itam for Jetty (Sundays)	...	...	...	...	8.00 p.m.
First tram leaves Jetty	...	...	...	...	6.26 a.m.
Last tram leaves Jetty	...	...	...	...	10.14 p.m.
First tram leaves Ayer Itam	...	...	...	...	6.24 a.m.
Last tram leaves Ayer Itam (on Week days)	...	...	...	...	7.36 p.m.
Last tram leaves Ayer Itam (on Sundays)	...	...	...	...	8.00 p.m.

Route—JETTY TO SUNGEI PENANG SECTIONS.

1	2	3	4
* Jetty—Beach Street.	Beach Street—Leith Street Station.	Leith Street Police Station—Magazine.	Magazine—Sungei Penang.

Fare—2 cents per Section. No First Class.

Trams leave Magazine for Beach Street and Sungei Penang at	...	...	6.12 a.m.
Last tram from Beach Street to Magazine at	...	...	10.12 p.m.
Last tram from Sungei Penang to Magazine at	...	...	10.12 p.m.

* Jetty—Beach Street Section not open to traffic yet.

First tram leaves Jetty	...	...	...	...	6.24 a.m.
Last tram leaves Jetty	...	...	...	...	10.12 p.m.
First tram leaves Sungei Penang	...	...	...	...	6.18 a.m.
Last tram leaves Sungei Penang	...	...	...	...	10.18 p.m.

Trams run every twelve minutes between Sections.

FEDERATED MALAY STATES.

LEGAL TARIFFS FOR HACKNEY CARRIAGES, CARTS, OMNIBUSES AND JINRIKISHAS.

	PERAK.	SELANGOR.		NEGRI SEMBILAN.	PAHANG.
	Enactment No. 1. of 1900.	Enactment No. XXI. of 1899.		Enactment No. XVII. of 1899.	Enactment No. V. of 1900, Gaz. Not. 3 of 1906.
	All Districts.	Ulu Selangor and Ulu Langat.	Other Districts.	All Districts.	All Districts.
HACKNEY CARRIAGES					
WITH TWO WHEELS—	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Hire for a day of eight hours within town limits	1 50	2 00	1 50	1 50	2 50
For each mile or part of a mile	0 15	0 20	0 12	0 20	0 25
For every hour of detention (up to 10 hours)	0 10	0 10	0 10	0 10	0 10
For every day of detention (10 to 24 hours)	1 00	1 00	1 00	0 50	1 50
WITH FOUR WHEELS—					
Hire for a day of eight hours within town limits	2 00	...	2 00	2 00	2 50
For the first mile or part of a mile	0 20	...	0 20	0 20	0 25
For each subsequent mile or part of a mile	0 15	...	0 15	0 20	0 25
For every hour of detention (up to 10 hours)	0 10	...	0 10	0 10	0 10
For every day of detention (10 to 24 hours)	1 50	...	1 50	1 50	1 50
When travelling to meet a passenger by arrangement or returning empty, per mile or part of a mile	0 05	0 10	0 05	0 05	0 15
SPECIAL RATES—					
Kuala Kubu to the Pass ... ..	...	7 00	...	...	...
Do. do. and back ... ..	...	10 00	...	...	...
Detention per night after the first night, for which no detention fare is to be paid	...	1 00	...	...	...
When a hackney carriage is taken to and from any place over 10 miles distant, no extra charge shall be made for detention, provided that the return journey is made on the same day as the journey out or on the following day.					
OMNIBUSES.					
For each mile or part of a mile for each passenger	0 05	0 05	0 05	0 05	0 07
BULLOCK OR BUFFALO CARTS.					
WITHOUT SPRINGS, DRAWN BY ONE ANIMAL—					
For each mile or part of a mile	0 10	0 10	0 10	0 30	0 15
WITHOUT SPRINGS, DRAWN BY TWO ANIMALS—					
For first mile or part of a mile	0 25	0 25	0 25	0 30	0 20
For each subsequent mile or part of a mile	0 12	0 20	0 12	0 12	0 20
Returning empty per mile or part of a mile	0 05	...	...	...	...

	PERAK.		SELANGOR.		NEGRI SEMBILAN.	PAHANG.
	Enactment No. X. of 1900. Gaz. Not. 957 of 24-12-08.		Ulu Selangor, Ulu Langat and Klang.		Enactment No. XIX. of 1900.	Enactment No. II. of 1907.
	1st Class.	2nd Class.	Enactment No. XII. of 1900. Gaz. Not. 57 of 8-2-01 and 190 of 8-5-01.	1st Class.		
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
For every half mile or fraction of a half mile	0 10	0 04	0 05	0 07	0 04	0 05
For any mile or fraction of a mile ... ..	...	...	...	...	...	...
For one hour ... ..	...	0 25	0 25	0 50	0 25	0 30
For every additional quarter of an hour ... ..	...	0 06	0 06	0 12	0 06	0 05
Detention, beyond the first quarter of an hour, for every hour or part of an hour ... ..	...	0 05	0 05	0 10	0 05	0 05
For a day of eight hours ... ..	...	...	...	2 00	1 00	...
The hirer shall pay five cents for the rest prescribed (Section 29, Perak Enactment X. of 1900), (Section 30, Selangor Enactment XII. of 1900), (Section 29, Negri Sembilan Enactment XIX. of 1900) and (Section 29, Pahang Enactment No. II. of 1907)—i.e., after travelling three miles.						

† For the first half mile 10 cents.

‡ Beyond Sanitary Board limit 12 cents per mile.

FEDERATED MALAY STATES.

Resthouses Upkept by the Government.

The charge for lodging is \$1.50 cts.=3s. 6d. a day, and for board is \$1.50 cts.=3s. 6d. a day, unless otherwise stated.

NAME OF TOWN.	NAME OF STATE.
Bagan Serai	Perak
Batu Gajah	Perak
Bentong †	Pahang
Bidor	Perak
Chanderiang	Perak
Gopeng	Perak
Grit	Perak
Ipoh	Perak
Jugra	Selangor
Kajang	Selangor
Kampar	Perak
Kampung Batu (Rembau) *	Negri Sembilan
Kuala Dipang	Perak
Kuala Kangsar	Perak
Kuala Klawang †	Negri Sembilan
Kuala Lipis †	Pahang
Kuala Lumpur	Selangor
Kuala Pahang ‡ ||	Pahang
Kuala Pilah *	Negri Sembilan
Kuala Selangor	Selangor
Kuantan †	Pahang
Parit Buntar †	Perak
Pekan ||	Pahang
Port Dickson *	Negri Sembilan
Raub *	Pahang
Selama	Perak
Sepang	Negri Sembilan
Seremban *	Negri Sembilan
Setul *	Negri Sembilan
Sungkai	Perak
Taiping	Perak
Tampin *	Negri Sembilan
Tanjong Malim	Perak
Tanjong Tualang	Perak
Tapah	Perak
Telok Anson	Perak
Ulu Selangor	Selangor

* Board, \$2=4s. 8d. a day. † Board, \$2.50 cts.=5s. 10d. a day. ‡ Lodging, \$1=2s. 4d. a day. || Food supplied by caretakers, with whom travellers should make their own arrangements.

Local and other Moneys, Weights and Measures.

MONEY.

Copper Coins— $\frac{1}{2}$ cent, $\frac{1}{2}$ cent and 1 cent.

Silver Coins—5, 10, 20 and 50 cents pieces and 1 Dollar.

100 cents = 1 Dollar.

WEIGHTS.

Avoirdupois.

1 Tahil = $1\frac{1}{2}$ oz.
 16 Tahils = 1 Kati = $1\frac{1}{2}$ lb.
 1,600 Tahils = 100 Katis.
 100 Katis = 1 Pikul = $133\frac{1}{3}$ lbs.
 40 Pikuls = 1 Koyan = $5,333\frac{1}{3}$ lbs.

Goldsmith's Weight.

12 Saga = 1 Mayam = 52 Grains.
 16 Mayam = 1 Bongkal = 832 Grains.
 12 Bongkal = 1 Kati = 9,984 Grains.
 (1 lb. 8 ozs. 16 dwts.).

Opium Weight.

10 Tee = 1 Hoon.
 10 Hoon = 1 Chee.
 10 Chee = 1 Tahil.

MEASURES.

Liquid and Dry Measure.

2 Gills = 1 Pau or Quarter Chupak.
 2 Paus = 1 Pint or Half Chupak.
 2 Pints = 1 Quart or Chupak.
 4 Quarts = 1 Gallon or Gantang.

Long or Cloth Measure.

2 Jengkal = 1 Hasta.
 2 Hasta = 1 Ela.
 2 Ela = 1 Depa (1 fathom or 6 feet).
 20 Kayu (pieces)... = 1 Kodi (1 score).

Land Measure.

12 Inchi (inches) = 1 Kâki (1 foot).
 6 Kâki = 1 Depa (6 feet).
 4 (square) Depa = 1 Jemba (144 square feet).
 100 Jemba = 1 Penjuru (14,400 square feet).
 4 Penjuru = 1 Relong (1 orlong, or $1\frac{1}{3}$ acre, nearly).
 1 Lelong = 2,400 square feet.
 24 Lelong = 1 Square orlong ($1\frac{1}{3}$ acre, nearly).

STRAITS SETTLEMENTS.

GROWTH OF TRADE AND GOVERNMENT REVENUE AND EXPENDITURE IN 38 YEARS.

Year.	Revenue.	Expenditure.	Imports.	Exports.	Total Imports and Exports.
1875	\$ 1,538,854= 321,438	\$ 1,508,745= 368,567	\$ 63,137,718=11,083,716	\$ 82,408,328=11,051,602	\$ 135,531,044=22,135,318
1880	2,361,301= 437,824	2,038,949= 373,055	83,718,103=13,630,053	78,051,739=12,946,751	161,769,842=26,576,804
1885	3,508,075= 606,605	3,608,140= 621,315	110,356,706=17,813,661	100,513,222=16,331,923	210,870,018=34,145,584
1890	4,269,125= 711,521	3,757,803= 626,282	158,650,711=24,540,553	137,725,144=21,320,614	296,375,855=45,870,167
1895	4,043,360= 430,138	3,782,456= 401,886	211,046,776=21,060,588	185,813,002=18,378,589	396,859,778=39,438,177
1900	5,386,927= 538,656	6,037,084= 603,074	335,251,448=31,408,986	274,454,820=26,261,735	599,706,268=57,670,721
*1905	11,657,424=1,165,742	10,976,525=1,097,653	332,233,916=33,223,382	282,960,685=28,296,089	615,194,501=61,519,451
†1909	8,795,001=1,026,083	8,642,731= 996,652	313,358,427=36,558,483	281,183,021=32,804,686	594,541,448=69,363,169
1910	9,336,328=1,086,288	7,632,242= 878,761	304,470,653=42,621,676	324,189,786=37,922,141	688,660,439=80,343,717
1911	11,498,220=1,331,075	9,085,389=1,059,952	398,034,421=46,437,349	341,689,822=39,887,146	739,724,243=86,324,495
1912	12,912,577=1,506,467	9,295,102=1,084,428	450,039,016=52,504,552	375,128,758=43,766,022	825,167,774=96,269,574

* The Sterling values from 1875 to 1905 are taken from the Board of Trade Statistical Abstracts.

The value of the Dollar was fixed at 2s. 4d. in 1906.

† Labuan included from 1908.

FEDERATED MALAY STATES.

GROWTH OF TRADE AND GOVERNMENT REVENUE AND EXPENDITURE IN 38 YEARS.

Year.	Revenue.	Expenditure.	Imports.	Exports.	Total Imports and Exports.	
					Value.	Per Head of Population.
1875	\$ 409,394= 77,614	\$ 436,872= 82,824	\$ 831,376= 157,615	\$ 730,972= 140,288	\$ 1,571,247= 297,882	—
1880	881,910= 168,277	794,944= 149,880	2,231,048= 420,646	1,906,932= 358,640	4,138,000= 780,185	—
1885	2,208,709= 384,223	2,281,954= 393,485	8,687,425=1,507,771	9,691,786= 1,885,967	18,359,211= 3,193,798	—
1890*	4,340,065= 836,928	5,237,275= 905,612	15,443,800=2,670,492	17,602,098= 3,043,606	33,045,002= 5,714,187	77. = 13
1895	8,481,007= 901,107	7,582,555= 805,646	22,653,271=2,496,910	31,022,805= 3,368,923	54,276,076= 6,766,833	102. = 10
1900	15,696,807=1,583,501	12,728,930=1,269,412	38,402,681=3,920,263	60,361,045= 6,161,867	98,763,626=10,082,120	145. = 14
1905	25,984,583=2,471,349	20,750,395=2,139,584	50,675,465=6,216,584	80,067,654= 8,255,946	139,633,109=13,471,530	151. = 15
1909	25,246,863=2,646,467	23,633,861=2,757,282	46,104,698=6,380,369	70,273,438= 8,898,667	122,468,036=14,287,936	136. = 14
1910	26,553,018=3,097,852	23,898,610=2,753,171	53,255,151=6,213,101	102,851,920=11,999,398	156,107,141=18,212,490	160.7= 17.6
1911	35,056,544=4,089,930	25,202,740=2,940,320	66,632,039=7,763,071	116,280,927=13,506,108	182,812,966=21,328,170	176.29= 20.11
1912	42,647,667=4,975,563	30,900,487=3,615,556	76,122,679=8,880,979	154,974,105=18,080,322	231,096,874=26,961,301	180.68= 22.12

* 1880 and 1885 includes Perak, Selangor and Negri Sembilan only. From 1890 Pahang is included.

Steamship Lines

TO THE

MALAY PENINSULA

(SINGAPORE or PENANG).

Singapore.

P. & O. Steam Navigation Co.
Norddeutscher Lloyd, Bremen (Imperial German Mail).
British India Steam Navigation Co., Ltd.
Pacific Mail Steamship Co.
Messageries Maritimes (French Mail Line).
Apcar Line.
Hamburg-America Line.
Ocean Steamship Co., Ltd.
Austrian Lloyd Steam Navigation Co.
Stoomvaart Maatschappij "Nederland."
Toyo Kisen Kaisha (Oriental Steamship Co.).
N. Y. K. Japan Mail Steamship Co., Ltd.

Penang.

P. & O. Steam Navigation Co.
Norddeutscher Lloyd, Bremen (Imperial German Mail).
British India Steam Navigation Co., Ltd.
Ocean Steamship Co., Ltd.
Hamburg-America Line.
Austrian Lloyd Steam Navigation Co.
Burns-Philp Line.
Koninklijke Paketvaart Maatschappij (Royal Dutch Packet Co.).

Local Lines.

Straits Steamship Co., Ltd.
The Siam Steamship Co., Ltd.
Straits Steamship Co., Ltd.
Eastern Shipping Co., Ltd.

LIST OF BANKS.

Chartered Bank of India, Australia and China :—
Penang, Taiping, Ipoh, Kuala Lumpur, Klang, Seremban, Malacca and Singapore.
Hongkong and Shanghai Banking Corporation :—
Penang, Ipoh, Kuala Lumpur, Malacca and Singapore.
Mercantile Bank of India, Limited :—
Penang, Kuala Lumpur, Kota Bharu (Kelantan) and Singapore.
Nederlandsche Handel-Maatschappij :—
(Netherlands Trading Society)
Penang and Singapore.
Banking and Trading Corporation :—
(Naudin Ten Cate & Company, Limited)
Penang.
Banque de l'Indo-Chine :—
Singapore.
Netherlands-India Commercial Bank :—
Singapore.
International Banking Corporation :—
Singapore.

LIST OF HOTELS.

Penang :—
Eastern and Oriental Hotel; Crag Hotel, Sanatorium, Penang Hills; Raffles-by-the-Sea, Sea View Hotel, Hotel de l'Europe and Runnymede Hotel.
Singapore :—
Raffles Hotel, Adelphi Hotel, Hotel de l'Europe, Hotel de la Paix, Hotel van Wijk, and Sea View Hotel and Sanatorium.
Kuala Lumpur :—
Grand Oriental Hotel, Empire Hotel and Station Hotel.
Ipoh :—
Grand Hotel.

POST AND TELEGRAPH in every town and some villages. Telephones in towns. Inland telegrams 3 cents a word. Money Orders. Registered Post. Insured Post. Cable rate to Europe, *via* Suez, \$1.25 a word, *via* Madras and Fao, \$1.45 a word.

HEAVY BAGGAGE. Travellers who decide to land at Singapore and proceed to Penang by rail, or *vice versa*, are recommended to send their heavy baggage and deck chairs by sea to the care of the steamship line's Agent at Singapore or Penang.

BREAKING JOURNEY. Information as to through tickets and breaking journey is given in railway time table.

ACCOMMODATION. The sleeping cars are divided into compartments, of which each contains one lower and one upper berth, arranged parallel to the length of the train.

NO PASSPORTS required.

NO CUSTOMS examination, but import of opium, spirits, firearms and ammunition, and export of tin (includes ornaments in block tin) and rubber forbidden unless duty or licence are paid.

CURRENCY. Paper Notes: 1, 5, 10 dollar and upwards. Silver dollars. 5, 10, 20 and 50 cent pieces. Copper 1 cent pieces. 100

cents to the dollar. 1 dollar = 2 shillings and 4 pence. 50 cent piece = 1 shilling and 2 pence. 20 cent piece = $5\frac{3}{5}$ pence. 10 cent piece = $2\frac{4}{5}$ pence. 5 cent piece = $1\frac{1}{2}$ pence. The currency is not depreciated.

CLOTHING. Thin tropical clothing, to be bought in Singapore, Penang, Ipoh or Kuala Lumpur, for day time. Light flannel or tweed for evening wear. Sun hat essential.

SERVANTS. Not essential, but add to comfort if English-speaking. Wages about \$2 (4s. 8d.) a day, if engaged for short periods only. They find their own food and clothing. Malay, Chinese and Indian.

HEALTH. Doctors and Chemists in every town. Read Illustrated Guide for hints on health.

CLIMATE. Equable tropical climate. Bright sunshine. Cool breezes. No excessive heat. Temperature falls at night.

SCENERY. Magnificent jungle-covered hills. Summer seas. Tropical palms and flowering shrubs. Coconut palms. Rubber estates. Tin mines. Limestone rocks, 2,000 feet. Chinese Temples. Rice fields. Fruit orchards.

POPULATION. European, Malay, Chinese, Tamil and other Indian races.

General Information.

Area of British Malaya ... 51,725 square miles.
 Area of Straits Settlements ... 1,560 square miles.
 Area of Federated Malay States ... 26,380 square miles.
 Area of Malay States ... 23,785 square miles.

Trade of Straits Settlements—

Imports ... \$450,039,016 (£52,504,552)
 Exports ... \$375,128,758 (£43,765,022)

Trade of Federated Malay States—

Imports ... \$76,122,679 (£8,880,979)
 Exports ... \$154,974,195 (£18,080,322)

Population of British Malaya—

Male, 1,688,984; Female, 962,052; Total, 2,651,036.

Population of Straits Settlements—

Male, 467,374; Female, 246,695; Total, 714,069.

Population of Federated Malay States—

Male, 725,062; Female, 311,937; Total, 1,036,999.

Population of Malay States—

Male, 496,548; Female, 403,420; Total, 899,968.

Principal Products of the Federated Malay States annually—

			Total.	Value.
Areca Nuts ...	Tons ...	1,369	...	£11,567
Coffee ...	" ...	669	...	33,272
Copra ...	" ...	7,486	...	139,326
Fish and Allied Products ...	" ...	2,168	...	22,003
Gambier ...	" ...	1,893	...	43,135
Guttas and Rubber other than Para ...	" ...	62	...	14,691
Gold ...	Ounces ...	15,868	...	63,248
Padi ...	Tons ...	14,462	...	56,716
Para Rubber (1913) ...	" ...	23,463	...	6,500,000
Pepper ...	" ...	420	...	12,016
Rice ...	" ...	10,818	...	76,426
Sugar ...	" ...	9,332	...	79,309
Tapioca ...	" ...	8,632	...	60,229
Tin and Tin Ore (1913) ...	" ...	50,128	...	10,000,000

* Weight of Ore : contains 70 per cent. of tin.

Railway Open Mileage (Malaya) ... 735 miles.

Roads (F.M.S.) ... 2,294 miles.

Thomas Cook & Sons are Agents for the Federated Malay States Railways all over the World.

Bibliography.

Name of Book.	Author.	Publisher.
Malay Sketches ...	Sir F. Swettenham	John Lane
Unaddressed Letters ...	"	"
The Real Malay ...	"	"
British Malaya ...	"	"
Also and Perhaps ...	"	"
Malay-English Vocabulary ...	"	Kelly & Walsh, Ltd.
English-Malay Vocabulary ...	"	"
Malay and English Dictionary ...	Sir F. Swettenham and Sir Hugh Clifford	"
Manual of the Malay Language ...	W. E. Maxwell	Kegan Paul, Trench, Trübner & Co.
John Smith in Malaya ...	A. Hale	Brill, Leyden
My Friends the Savages ...	G. B. Cerruti	Tipographia Co-operative Comense, Como, Italy
Abridged Malay-English Dictionary ...	R. J. Wilkinson	F. M. S. Govt. Press
Malay-English Dictionary ...	"	Kelly & Walsh
Malay Beliefs ...	"	"
Malay-English Vocabulary ...	Shellabear	American Mission Press, Singapore
Practical Malay Grammar ...	"	"
Travellers' Malay Pronouncing Handbook ...	"	Kelly & Walsh
Papers on Malay Subjects ...	"	F. M. S. Govt. Press
Journal of the F.M.S. Museums ...	"	"
East Coast Etchings ...	"	Straits Times
In Malay Forests ...	W. G. Maxwell	Blackwood & Sons
Saleh ...	Sir Hugh Clifford	"
Bush-whacking ...	"	"
In a Corner of Asia ...	"	"
In Court and Kampong ...	"	"
Heroes of Exile ...	"	"
Since the Beginning ...	"	"
A Free Lance of To-day ...	"	"
Further India ...	"	Lawrence & Bullen
The Malay Peninsula ...	A. Wright and T. H. Reid	T. Fisher Unwin
Malay Magic ...	Skeat	"
Pagan Races ...	Skeat & Blagden	"
Mining in Malaya ...	E. Warneford-Lock	"
An Anecdotal History of Singapore ...	Charles B. Buckley	Fraser & Neave
The Far Eastern Tropics ...	Alleyne Ireland	"
The Malay Archipelago ...	A. R. Wallace	Macmillan
Descriptive Dictionary of British Malaya ...	Dennys	"
Sunny Singapore ...	J. A. B. Cook	Elliot Stock
Sir Stamford Raffles ...	Boulger	"
Kelantan ...	W. A. Graham	"
Illustrated Guide to the Federated Malay States ...	C. W. Harrison	Malay States Information Agency
Handbook to the F. M. S. ...	H. C. Belfield	Stanford
Twentieth Century Impressions of British Malaya ...	A. Wright	Lloyds
The Globular Jottings of Griselda ...	E. Douglas Hume	Blackwood & Sons
The Multiplicities of Una ...	"	"
Malay Orthography ...	H. H. Hudson	"
An Aid to the Study of English (Vocabulary and Sentences in English and Malay) ...	M. Hellier	"
English and Malay Vocabulary ...	A. E. Pringle	"
The Straits Dialogues ...	"	"
The Straits Vocabulary (English, Malay and Chinese-Amoy Dialect) ...	"	"
The Triglot Vocabulary (English, Malay and Chinese) ...	"	"
Dictionnaire Français-Malais and Malais-Français ...	Abbé P. Favre	"
Manual of Statistics relating to the Federated Malay States ...	"	F. M. S. Govt. Press

Most of the above are procurable from Kelly & Walsh or John Little & Co., Singapore, and from Pritchard & Co., Penang.



Bodom.

On the way to Ayer Itam, Penang.

Penang.

Notes on Places of Interest.

GEOGRAPHICAL DESCRIPTION.



BRITISH MALAYA extends from Singapore, $1^{\circ} 15'$ north of the equator, to Perlis, and includes the Malay Peninsula from the south as far as the sixth degree north, where it meets the south of Siam. The Peninsula lies between 100° and 105° east longitude, having Sumatra on its west and Borneo on its east. It consists of a narrow tongue of land, 464 miles long, and nowhere more than 216 miles broad, and is the most southern extremity of the continent of Asia. The Peninsula is very mountainous. Its highest peak is Gunong Tahan, 7,186 feet, where a hill station is projected. Its

longest river is the Pahang, upwards of 330 miles. Except where it has been mined or cultivated, a dense tropical forest covers the whole country, including the hills. In spite of its being so close to the equator, its climate is not oppressively hot, for it has the sea all round it and a breeze is always blowing either from the sea or from the mountains. Its most ancient inhabitants still surviving are the negrito and semi-negrito Sakei, a dark-brown-skinned race of jungle-dwellers. The Malays, who are, in point of antiquity, the second race in the Peninsula, colonised it from Sumatra about five hundred years ago, and brought to it their own name, which is probably Sanskrit, and given to them by a Sanskrit-using Aryan race from India which found the Malays in the mountainous country (Sk. Malaya) of Sumatra. The Chinese

and Indians have maintained trading relations with the Malays for many centuries, and, since British protection, have come to live in the Peninsula in ever-increasing numbers.

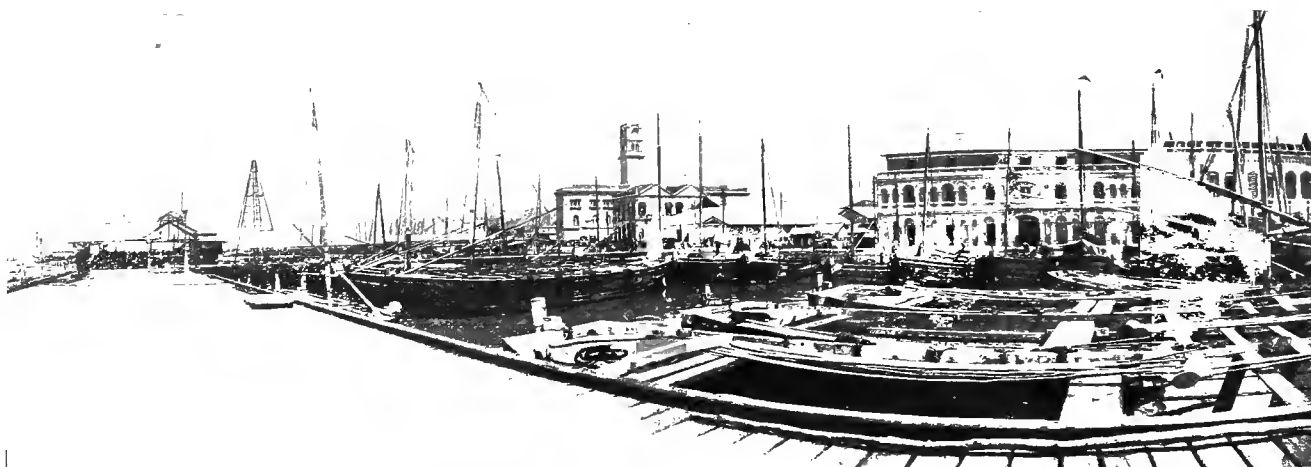
The Portuguese were the first Europeans to found settlements on the Peninsula. They were followed by the Dutch, and the Dutch by the British. The British occupation was effected in stages, and by arrangement rather than by conquest. The Malays ceded Penang in 1786, the Dutch yielded up Malacca and the Dindings in 1824, Singapore was acquired from the Malays in 1819, Perak became British-protected in 1872, Selangor in 1874, Negri Sembilan in 1874 and Pahang in 1888. The last four States federated themselves under British protection in 1897. Siam in 1909 ceded to Great Britain her suzerainty over Kedah, Kelantan, Trengganu and Perlis. Singapore, Penang, Malacca and the Dindings form the Crown Colony of the Straits Settlements, and are British territory. Perak, Selangor, Negri Sembilan and Pahang are Malay territory, and form the

Federated Malay States. Johore, Kedah, Kelantan, Trengganu and Perlis are called simply Malay States.

Both the Colony of the Straits Settlements and the Federated Malay States are divided into administrative districts, whose District Officers are responsible to the Governor, if in the Colony, and to the four British Residents, if in the Federated Malay States. The four Residents are responsible to the Chief Secretary to Government, and he to the High Commissioner for the Malay States (Governor of the Straits Settlements). In the other Malay States are stationed a few British officials whose powers are at present chiefly advisory.

The principal seaports for ocean-going traffic are Singapore (16,444,246 tons), Penang (8,564,590 tons), and Port Swettenham (1,823,684 tons).

The country produces areca-nuts, coffee, copra, fish, gambier, rubber, gutta, gold, rice, pepper, sugar, tapioca, tin, tin-ore and wolfram.



Bodoni

Railway Offices, Penang.

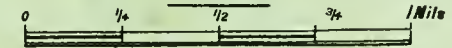
Penang

PENANG.



MAP OF PENANG

SCALE



Mt. Olivia
831 Ft.

The Crag
2000 Ft.

Highlands
1793 Ft.



Its population consists of Malays, Chinese, Indians of all races, Siamese, Japanese, Arabs, Sinhalese, Annamese, Burmese, Europeans and Eurasians.

The principal towns are Singapore (259,610), Penang (101,182), Kuala Lumpur (46,718), Ipoh (23,978), Taiping (19,556), Malacca (21,191), Seremban (8,667), and in them all the wants of western travellers can be at once supplied. There are hotels in many of the towns, and resthouses upkept by the Government in those of them that have no hotels.

Over 2,300 miles of the best roads in the world, and about 750 miles of extremely comfortable railway, make the Peninsula excellently well adapted for tourists, and, as it is still comparatively unknown, its charms are as yet unspoilt. Yet they can be viewed without discomfort.

PENANG.

Captain Sir James Lancaster, in the beginning of June, 1592, being in need of a rest for his men and his ships, "came to an anchor in a very good harborough between three islands." Here they stayed till August, but their "refreshing was very small, onely of oysters growing on rocks, greet wilks and some small fish which we took with our hookes." He landed some of the men on these uninhabited islands for their health's sake, but twenty-six poor fellows died there. This is the first mention of Penang which can be traced amongst English writers.

As Malacca has Albuquerque, and Singapore has Sir Stamford Raffles, so has Penang Captain Francis Light. He is first heard of in 1771, when he wrote to Warren Hastings in India,

suggesting Penang as a desirable repairing harbour in Malay waters and "a convenient magazine for the Eastern trade." But it was not until 1786 that the Governor-General in Council resolved on Penang, the merits of Junk Ceylon having been, in the interval, weighed against those of Penang. At this time the Island of Penang belonged to Kedah, which had cleared out the pirate-nest there about 1750, and for \$6,000 a year Kedah's Raja agreed to cede it to the Honourable East India Company. Captain Light's landing force consisted of 100 "new-raised marines," 30 lascars from Calcutta and 15 English artillerymen with 5 officers. With these he took formal possession on August 11th, disembarking them upon what is now the Esplanade, and was then a low sandy point covered with wood. The sole inhabitants were 52 Malays, and they helped in clearing the forest. But "before we could get up any defence we had visitors of all kinds, some for curiosity, some for gain, and some for plunder." Early Penang eyed its visitors with suspicion, and no Malay wearing a kris was allowed ashore, and any tourist who was above using the axe on the jungle was confined to his boat. Captain Light was determined that his post should not have the common history of European trading posts in those days.

To encourage the wood-cutters he fired a bag of dollars into the jungle, thereby rousing the enthusiasm of such visitors as came for gain, and he built a stockade, which is now Fort Cornwallis. On August 12th the Colony was christened Prince of Wales Island, that day being the Prince Regent's birthday, and such is still its official designation. By 1795 the population was put at 20,000, and Penang had already attracted many settlers from India, who formed the majority of the population, there being then only 3,000 Chinese. The East India Company exhibited in relation to Penang



Bodoni.

The Crag Hotel, Penang Hill.

Penang.

the same reluctance to adopt further responsibilities as afterwards hampered Raffles at Singapore. They would set up no Court, and the place was administered, even up to the beginning of the 19th century, by a sort of Court Martial of military officers and local notables, who sent murderers for lifelong imprisonment to Bengal. In 1801 Penang was obliged to set up customs to raise a revenue, and until 1826 the trade suffered obstruction from this. By 1789 the imports had reached a value of \$600,000 (£150,000). To-day they are worth \$136,081,695 (£15,876,198). In 1791 the Malays of Kedah made their first and last attack with a force said to consist of 8,000 men. They were routed by 400 men led by Captain Light. In 1794 Captain Light, fifty years of age, died in Penang, but by that time the Settlement was flourishing, and in especial he had foreseen the rise of the great nutmeg industry which flourished later in Penang. Though this cultivation has fallen off, the remains of it are still to be seen in the nutmeg trees on the hills of the island. In 1805 the Indian

Government, somewhat tardily, acknowledged that the position of the island, its climate, its fertility and its harbour had long pointed it out as an acquisition of very great importance, in a commercial and political view, for an emporium of commerce in the Eastern seas. The body of Captain Light lies in the old cemetery, and in Saint George's Church is an inscription to his memory.

The subsequent history of Penang is one of steady development, until to-day the tonnage entered and cleared at the port is 9,007,190; its imports and exports are valued at \$255,090,531 (£29,760,562); its population consists of 63,740 Chinese, 17,666 Indians, 15,815 Malays, 938 Europeans and 3,023 other races, totalling 101,182 in all. From the island a railway, whose first link with the mainland is a steam ferry connecting with the trains, runs right through to Singapore, and in no long time that railway will reach right across the Peninsula to Bangkok, in Siam.

The City of Georgetown is situated on an eastern headland of the island of Penang, whose extreme apex is Swettenham Pier. The seafront on the south is known as Weld Quay, and off this lies an immense collection of native craft and steamers. The southern end of Weld Quay does not run as far yet as the River Penang, but a reclamation as far as that is proposed. The business quarter of Penang lies landward of the railway jetty, and is best described by taking that jetty as a starting point. Opposite the railway jetty, across the tram lines, is an imposing white building, which is the railway station. It has a high clock tower, by far the most conspicuous mark in Penang whether from the sea or from the land.

PENANG SEAFRONT.

The street which runs past the railway station into the shop area possesses no buildings of interest. We turn to the right from off the railway jetty and follow along the seafront, passing the shipping offices, and come to the post office opposite Victoria Pier. From this pier leads inland a street at whose end is the fine building of the Hongkong and Shanghai Bank. Still continuing along the seafront the next pier reached is Swettenham Pier, and opposite it a clock tower presented to the town by a Chinese notable. Beyond this is Cornwallis Fort, surrounded by a moat. A road goes through the fort and brings us out on the Esplanade. This has the sea on the north, the fort on the east and the Town Hall on the west. On the south runs Light Street. Fronting the Esplanade along this street come, in order named, and starting from the seaward end, the Government Offices and Courts. Going down Light Street and leaving the Town Hall on the right, we arrive at the handsome Supreme Court



Bodom.

Tanjong Bunga, Penang.

Penang.



Bodom.

Chinese Residence, Penang.

Penang.

building, standing in an island of green lawn between Light Street and Farquhar Street, and behind this is Saint George's Church, next to which is a Government school building. This brings us into Farquhar Street, where the next buildings are, on the left, Saint Xavier's school and, opposite it on the right, the Convent. Continuing on we pass the Saint George's Girl School on the right and so arrive at the Eastern and Oriental Hotel, admirably situated on the edge of the sea, from whose lawns, under shady trees, we see ship after ship arriving or departing, fishing-stakes lifting in the haze, and beyond them the blue hills of Kedah. Farquhar Street a little further on becomes Northam Road, and on it lies the old cemetery where so many of Penang's notables and worthies, civilians, soldiers, sailors and merchants, sleep. From the plan it will be seen that Penang has a west end where lie the Residency, the race course, the golf course, the golf club, and also the gaol and hospitals. It is this west end which is the



Bodom.

Tanjong Bunga, Penang.

Penang.

glory of the town. Here the roads are broad and good. At every turn are beautiful views of houses in their gardens, in a land where ordinary gardening is easy and landscape gardening inevitable. A drive through this neighbourhood should be taken by anyone who is spending a few hours in Penang. Before reaching the Eastern and Oriental Hotel on Farquhar Street a turn to the left down Leith Street is worth taking, for along this street are several fine Chinese houses. In this climate, where frost and thaw do not damage buildings, it is possible to decorate exteriors with a wealth of ornament which the bright sun shows up in gorgeous colouring. Notable are the dragons ramping on the roofs and strange are the figures in china and pottery and the pictures in panels on outside walls. It is occasionally possible to be shown over the interior of one of these houses.

There are plenty of beautiful drives in Penang. The Chinese temple at Ayer Itam is four miles away. It can be reached by electric tram (half-an-hour) from Swettenham Pier, and this route is more picturesque than the carriage road.

A drive of three miles will in twenty minutes take us, in a different direction, through a beautiful succession of gardens and cultivation to the Water-fall Garden, where the natural beauty of the site, a green hollow nestling in the hill foot, with a leaping cascade at its far end, has been utilised to give Penang and all world-travellers a gem of scenery.

The beginning of the ascent to the Crag Hotel (one hour, carried in a chair) is at the Garden. The hill is 2,066 feet high, and gives a magnificent view of the whole spreading prospect between Penang and the mainland. Coolies and chairs are always in waiting at the foot of the hill. The hotel belongs to the management of the Eastern and Oriental Hotel.

In this direction, the pass leading to Balik Pulau is within easy reach by motor car, and the scenery, with its glimpses of the sea down well-wooded long ravines, is unsurpassed.

For other drives there are Relau Police Station (ten miles) and Bagan Lepas (twelve miles), through coconuts, padi and open country, and these motorists will discover for themselves.



Bodom.

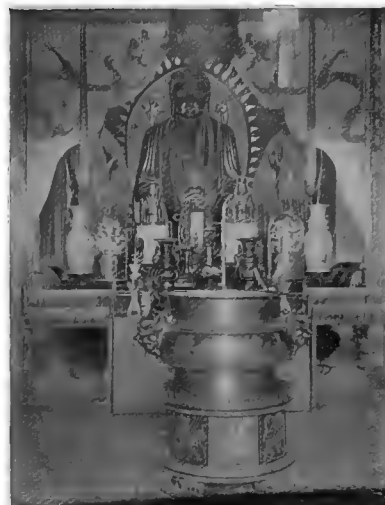
Tanjong Bunga, Penang.

Penang.

But the incomparable beauty of the drive along the coast towards Tanjong Bunga, past the Swimming Club (six miles), must have special mention. It begins somewhat inauspiciously, for before the road starts to skirt the sea it passes through a collection of Malay houses at Bagan Jermal, which the artist's eye will call picturesque and the ordinary person will label queer but squalid. Once these are left behind (they are at about the fifth mile) there begins and there continues, along this, the Corniche of Malaya, an unrivalled succession of beautiful views. If you go along this road in the bright morning, and most mornings in Penang are bright, you will lay up in memory for ever those sweet glimpses through the palms of the delicious blues and greens which are that summer sea. On the gold of the sand to which you look down from the red banks of the road lie splashes of black granite boulder, lapped by the waves. Gazing outwards you shall see, a little way off, Tiny Mouse Island (Pulau Tikus Kechil) floating like a flower, with its white lighthouse for a centre. At a bend of the road a bold headland juts out bravely, tree-crowned. At another bend the coast recedes and curves to form a sweeping beach, palm-fringed, dotted with boats. Out to sea are the sepia sails of junks, and beyond them, framing all, loom in the far distance the violet shadows of the Kedah hills.

PENANG.

The Chinese temple at Ayer Itam is approached through an unprepossessing collection of squalid huts, and the granite stairway alone leads the traveller to suppose that to follow its massive steps must reveal something worth seeing. Surmounting them one reaches a wall, and, passing through its gates, realises at once that here is not a temple, but a series of many temples, built in



Bodom

Penang.

Ayer Itam Chinese Temple, Penang.

terraces up the hill. On the lowest tier is the pool where lie, inactive until you buy for them a bunch of green kangkong herb, dozens of amiable tortoises, type of that sturdy creature who bears the world on his back. On the tier above is the gold-fish pool surrounded by marigold, rose, gallardia and chrysanthemum in pots. Looking up the hill one sees, stretching up and up continually, the ramping roofs, the raking gables of Chinese temple architecture. On the walls are lettered tablets in royal blue. The boulders of the hill are incised with Chinese characters in red. On every hand are shrines. Brass blazes in sunlight, or warms the shadows, in urns and jars and gongs and vessels of all shapes. Temple surpasses temple. In one a solemn figure broods and compels reverence. In another laughs a jolly god, and you in turn smile at his jovial countenance. Side by side sit hideous and gigantic demons, crushing the wicked under

foot. Everywhere is Buddha—Buddha brass, Buddha alabaster, Buddha gold leaf, but always Buddha mysteriously at peace. From the very top of tops you look down again across the flamboyant roofs and see Penang laid beneath you, a sea of waving palm tops. At length, having wandered where you will, you are invited to drink a cup of complimentary tea, and the visitors' book is laid before you, full of famous names. On the

back to Penang. Choose a different route for the return, for all Penang's roads are beautiful.

PARIT BUNTAR.

Centre of the Krian district, the largest agricultural district in the Peninsula, where rice, coconuts, sugar and rubber are grown in large quantities. In the snipe season (September-March)



Nara.

Taiping Lake.

Ipoh.

walls of the tea-room hang the signatures of the Duke of Connaught, Admiral Togo and Chulalongkorn of Siam. It is explained to you how each race of Buddhists has here its own temple, Siamese, Japanese, Chinese, Burmese or Sinhalese. After contributing to the fund—for this temple is sadly in need, with its extravagant passion for building—you descend again through the tiers of temples, and so

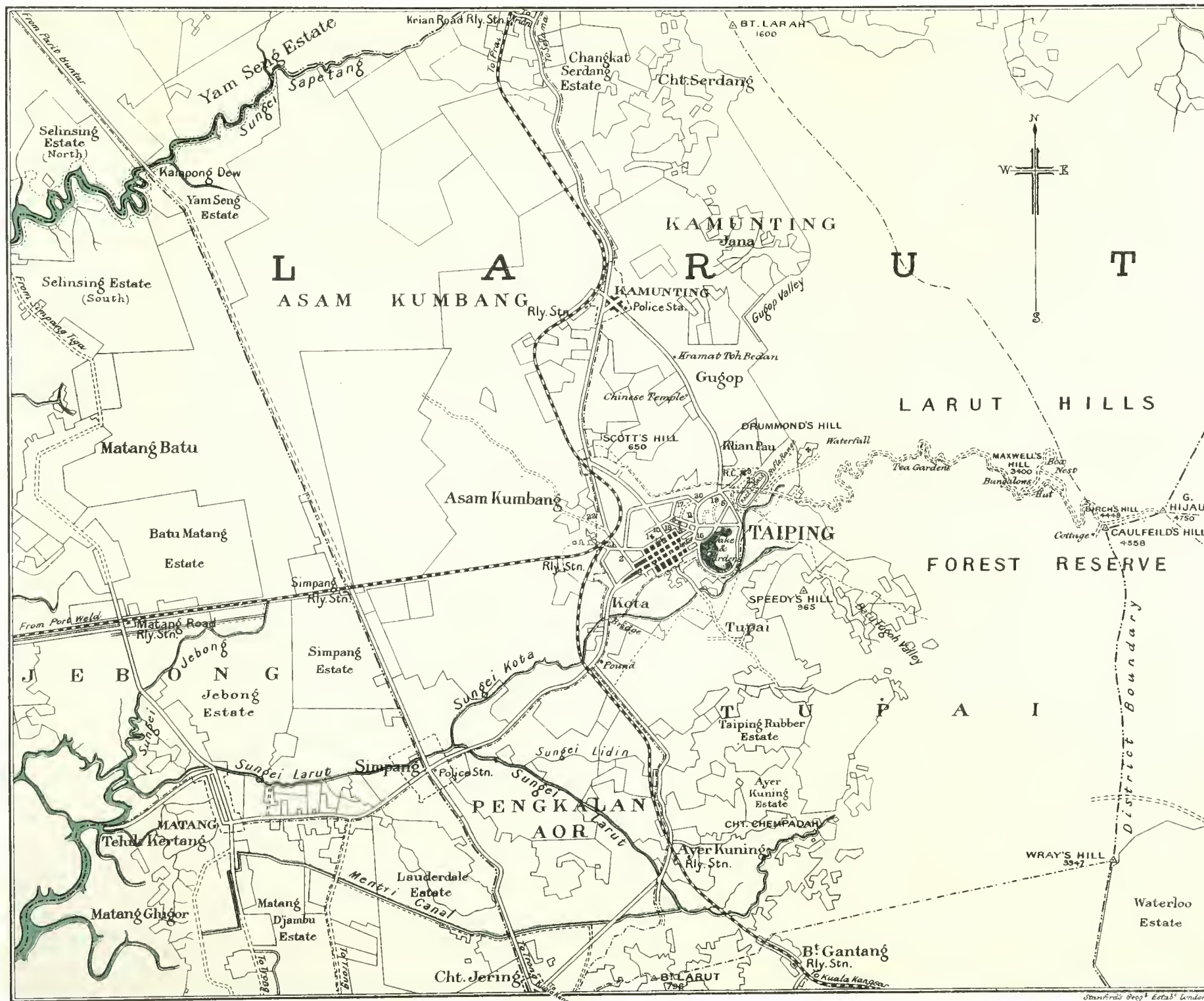
the village is a convenient centre for the shooting, which is the best in the world, or Bagan Serai may be chosen for the same purpose.

TAIPING.

This town is the headquarters of the British administration of the State of Perak and the seat

GUNONG BUBU.





REFERENCE.

- 1 Market
- 2 District Hospital
- 3 Police Station
- 4 Service Reservoir
- 5 Residency
- 6 Mosque
- 7 Sikh Temple
- 8 Malay States Guides Barracks
- 9 R.C. Church and Convent
- 10 Sanitary Board and Railway Offices
- 11 Church of England
- 12 Rest House
- 13 Public Office
- 14 King Edward School
- 15 Perak Club
- 16 New Club
- 17 Treacher Girl School
- 18 Post Office
- 19 Gaol
- 20 Museum
- 21 Railway Station
- 22 Buddhist Temple
- 23 Polo Ground

of the British Resident. It is probably the most beautiful town in the Peninsula. It possesses a limpid lake surrounded by public gardens, a race course, a polo ground, a rifle range, a golf course, a museum, and cricket and football grounds. The Malay States Guides, a regiment upkept by the Malay Sultans as part of their treaty obligations, is quartered here. It consists of Sikhs and Panjabi Muhammadans and is officered by British officers. The central gaol of the Federated Malay States is in Taiping. On the hills (four hours walking or three hours carried) are gardens where are grown English flowers and vegetables. There are several bungalows on the hills upkept by Government. Permission to stay in them is to be obtained from the Secretary to Resident. Chairs and coolies can be arranged by the firm of Taik Ho & Co. Taiping is the centre of the famous Larut Plain, where tin has been successfully mined for the last fifty years. It is also a centre for some sixty rubber estates. From it a branch railway runs to the local port, Port Weld.



Nara.

Taiping Lake.

Ipo.



Photo by C. W. H.

An English House, Taiping.

KUALA KANGSAR.

This is the seat of His Highness the Sultan of Perak and headquarters of the Malay administration. The village is situated on the Perak river and is remarkably beautiful. The High Commissioner for the Malay States has a residence here, and here also is the Malay Residential College, a school for Malays of gentle birth, on the model of an English public school. The scenery from the railway between Taiping and Kuala Kangsar is very fine.

IPOH.

Taking the railway station as a centre, Ipoh, the commercial capital of Perak, may be thus described. The resthouse lies on the station road, which runs straight into the town down a hill. The first turning on the left leads to the Kuala Kangsar road (Club, Courts of Justice, English Church, Residency), and the first turning on the right is the Batu Gajah road (hospital grounds and Grand Hotel). If we take neither turning but go down the hill, we pass on the right the Government offices and Post Office, and on the left the Padang (recreation ground), the municipal offices, the banks, and, over against them,

on the right again, the Birch Memorial Clock Tower, recently erected to the memory of James Wheeler Woodford Birch, first British Resident of Perak, who was assassinated by Malays. Continuing past this along Hugh Low Street, named after the second British Resident, we go right through to the bridge over the Kinta river, passing, on the right, the pretty People's Park, with its decorative Chinese temple on the edge, and noting the Malay mosque opposite it across the river. Crossing the bridge we continue through the new town, and when the shop-houses end we swing to the left down a side street and keep straight on at right angles to our previous course until we reach a main road running parallel to Hugh Low Street. Here we turn left-handed and again cross the Kinta river, this time by the Birch bridge, named after the murdered Resident's son, Sir E. W. Birch, who, thirty years after that crime, in turn became Resident of Perak. From this bridge we run straight to the recreation ground, and, bearing to the right to go round it, pass the Indian Mubammadan mosque, climb the rise to the English Church, turn left-handed again, pass the Club and so arrive back at the railway station. This round in a rikisha (25 cents, 7d.) will give a very good idea of Ipoh and enable the visitor to realise that it is by no means necessary that an Eastern town should be a crazy congeries of filthy and dilapidated rookeries as so many are. A pleasant evening's run, also in a rikisha, is along Hugh Low Street, across the bridge and on until the road forks. Take the left hand fork and go on as far as the turn to the racecourse, turn down this, past the Golf Club, and so bearing left-handed come back on the same road, but before reaching the fork branch off to the right and re-enter Ipoh by way of Birch bridge and the Padang. The view from the racecourse

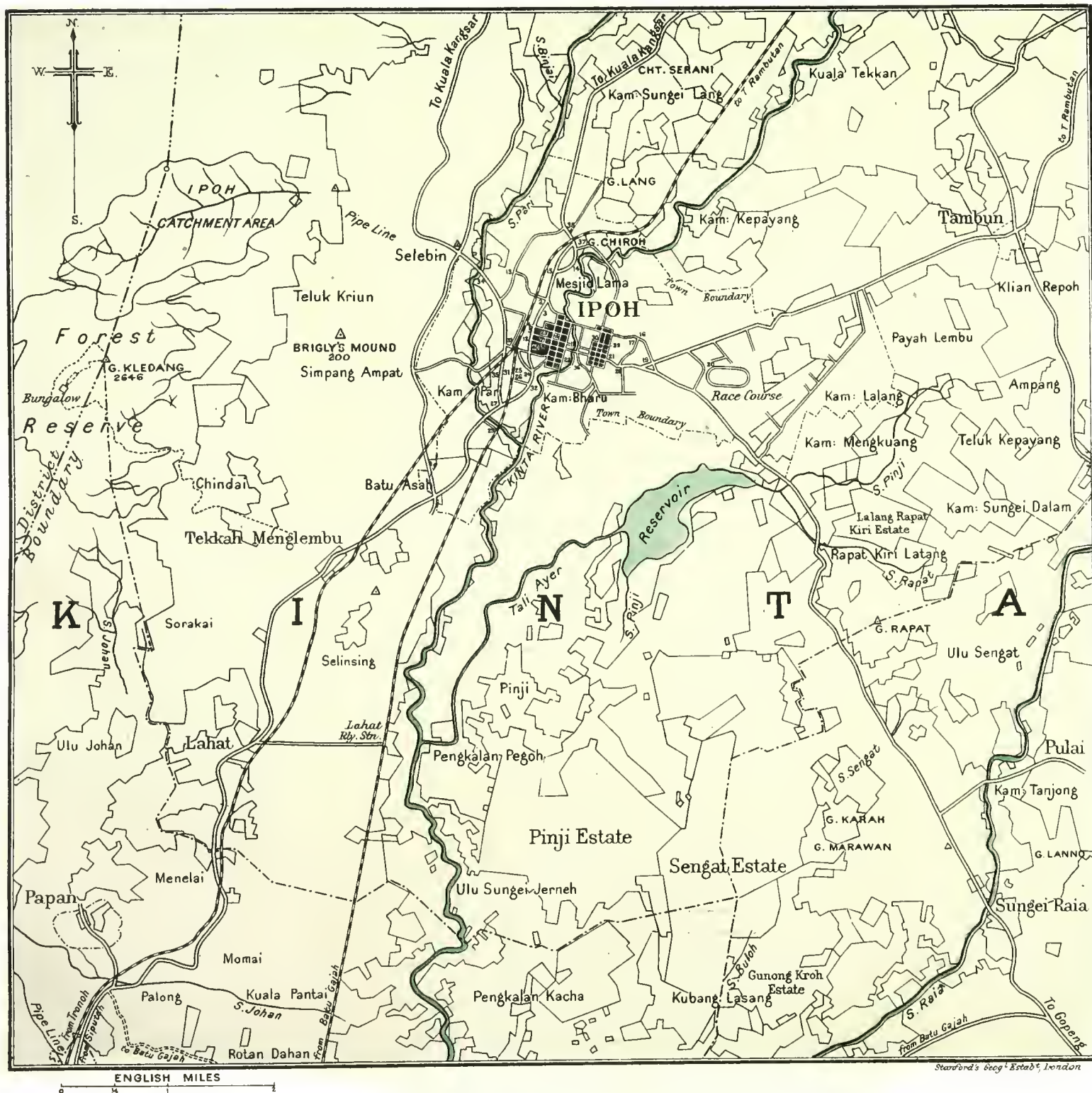
towards the limestone cliffs and the higher hills of the main range behind them is at all times beautiful, but perhaps most impressive when a distant evening thunderstorm majestically proceeds along them, its black-blue clouds lowering above the white-splashed rocks, and its whole scheme of colour shot through and through with those violet vapours into which darkness at length melts the dying light of day.

IPOH ROCK TEMPLES.

The nearest rock temples, but by no means the finest, are at Gunong Chiroh. To reach these, leave the railway station by the Kuala Kangsar road and continue right along it till you reach the level crossing. Do not cross but keep to the right, and, leaving the marble works on the left, make for the limestone rock. Nature has so obligingly disposed the approach that a rikisha can pass along the track between the rock on the left and stalactite dropping to meet the rising stalagmite on the right. But motors must keep to the road which runs a few yards below, between the pendant white rocks and the yellow Kinta river, bearer of silt washed out of mines. The first little shrine is Tamil. Its exterior is not impressive, but looking behind the outer altar one sees with a little shock of surprise a tiny glimmering flame set afar off down the mouth of a black passage in the rock. Entering the passage, or ever you come to the bottom thereof, you reach a second altar apparently closing the way, but just enough space has been left for slim people to slip past and go, tripping over chance stalagmites, avoiding chance stalactites, along a dark, gloomy and narrow run way in the rock, breathing a heavy smell of incense, and at last arriving at the tiny glimmering flame which you find fitfully illuminating two tiny gods, glistening with votive oil, decked with white and

CHINESE TIN MINING.





sacred blossoms—Naga the cobra and Ganesha the elephant-headed. Hardly envying them their twilight of the gods you pick your way again to outer air, contributing your mite to the shrine as you depart. Thence to the Chinese temple further along under the cliff where the caves, much, alas, defiled by detestable signatures in all kinds of characters, have been adapted to the use of Chinese shrines. A curious feature here is a natural stairway gradually being formed by lime-bearing water which wells out of the living rock and trickles down over the flight of steps it has built for itself. This temple, however, is not so fine as the Chinese temple $3\frac{1}{2}$ miles out on the Gopeng road. Of that temple it is quite the most felicitous description to say that its interior is exactly like a scene in a pantomime.

ROUND THE KINTA VALLEY.

Seeing that he is in the most famous tin-mining area of the world, it is worth while for the traveller who halts at Ipoh to take a motor—they are to be hired in the town—and drive right round the Kinta Valley which surrounds Ipoh. Leaving Kinta by the bridge which crosses at the People's Park, we take the bend to the right and continue along the Gopeng road. At the $3\frac{1}{2}$ mile the road winds under the rock where is the temple, and beyond again the red mining water comes from the Tekka Mine close to the village of Sungei Raia, where also is the Kramat Pulau Mine. Both these are hydraulic. This temple at Gunong Rapat is far larger than that at Gunong Chiroh and the ramifications of the caves have been cunningly adapted to the uses of the temple. It was here that some years ago proofs were discovered in the soil of the caves that they had been inhabited by early races of men in prehistoric ages. Climb to the topmost

shrine, high in the rock, and there through a natural window look out right across the Kinta Valley to the Kledang range. Opposite the 63 mile, and on the left, is the Sungei Raia Mine, beyond the village. Here the road forks and the left-hand fork should be avoided, as it is only the old road now abandoned and covered with tailings from the mines. At the $63\frac{1}{2}$ mile, take the left fork for Gopeng. Here is noted how curiously the white marble of the limestone rocks blushes from reflection of the laterite soil below. At the hill foot on the left lies French Tekka Mine, opposite the 64 mile, where also is the Eu Tong Sen's Mine. Opposite, and on the right, is New Gopeng. Flumes, launders and pipe lines comprise the scenery here. At the 65 mile on the left, where the main road goes on, is Ulu Gopeng Mine, but at the 66 mile is another fork to the right up the hill, which should be taken as it leads to the hill on which stands the Gopeng resthouse. From here there is a view of all the valley of Kinta, upheaved, turned-over, scored, pitted, scarred, turmoiled by miners, yet not exhausted and still destined to be worse treated, no doubt. As a contrast, the little resthouse and the shady trees of its hill invite us. All round is the view of the hills, the great splashing scour of the Ulu Gopeng workings being conspicuous. Below the little hill lies the village, and through it runs the main road to Kampar. But Kampar is more easily reached by rail, so we motor back to the 64 mile and there turn to the left for Batu Gajah, along a quiet and pretty road, passing Kellas Estate on the tawny waters of the Sungei Raia and crossing the Kinta River where the Raia runs into it. Crossing the line at Batu Gajah Station, if time serves we turn to the left to the resthouse, past which runs the road to the English quarter of pretty Batu Gajah, or, alternatively,



Nakajima.

The Lake and Gardens, Kuala Lumpur.

Kuala Lumpur.

we turn to the right and keep on under the hill on our way back to Ipoh. The first mine just beyond the 66th mile is Rotan Dahan. Next comes the village of Pusing, leaving which we keep to the right, having the Tronoh railway line on the left. Tronoh is the site of the largest open-cast tin mine in the world. If visited it is most easily reached by rail from Ipoh, as there are numerous trains daily. The hill to the west is the Kledang range. On one of them is a sanitarium. The village of Papan soon comes in view in the valley on the left. The red workings on the hill on the right here are Pusing Lama Mine, and Pusing Bahru Mine is near Pusing Station. We reach Lahat village, and just beyond it is the dumping ground of the Lahat Mine, and from here are visible across the railway the smoke stacks of Pengkalen Mine. The bald spot on the hills behind Lahat village is Chendai Menglembu Mine. Menglembu village follows, and finally we run into Ipoh again by the Sungei Pari Bridge and Grand Hotel. The above is a $3\frac{1}{2}$ -hour run in a motor, and will occupy a morning nicely.

For an afternoon run we may take the direction of Tambun, where the scenery is better, for all the way out from Ipoh we are running past, towards or beyond the limestone hills. Tambun Mine (appropriately named, for it means "increase") is at the 5 mile. First comes the village and new Tambun Mine on the right of the road, and then Tambun itself. A keen eye detects mining on the face of the cliffs. Close under them, but hidden in a fold, is a hot spring where before the days of miners the rhinoceros would bathe. At the 7 mile is a small and curious rock temple clinging to the cliff. At the 8 mile is Kinta Association Mine on the right and Rambutan Mine on the left. The road runs on to the village of Tanjong Rambutan, on the railway crossing the Kinta river, and is due to join up with Chemor and so with the Kuala Kangsar road and Ipoh.

TAPAH ROAD.

Junction for Telok Anson (Lower Perak) and Tapa. Telok Anson is a coastwise port and the centre of the large agricultural district of Lower

Perak. Tapah is the centre of the tin mining and planting district of Batang Padang. Railway motor service runs from Tapah Road Station to Tapah, connecting with trains.

KUALA LUMPUR.

As the down train reaches Kuala Lumpur at 6.23 p.m. and leaves again for Singapore at 8.30 p.m. there is an interval of more than two hours, which should not be filled by dinner, for that is served on the train as soon as it starts on the night journey. On the station there are dressing rooms with bath-rooms attached, where one can take the usual afternoon bath of the tropics between trains and start again somewhat refreshed. The same applies to the up train. It arrives at 6.45 a.m. and leaves for Penang at 8 a.m., and breakfast is served on it, so that there is ample time for a bath and even for a run in a rikisha to see something of Kuala Lumpur. The station hotel is on the same side of the station as the European quarter, and the traveller should leave the station on the hotel side, for if he leaves it on the other side he may very well lose his way in the native town. To see something of Kuala Lumpur between trains,



Choomer.

The Padang, Kuala Lumpur.

Kuala Lumpur.



Malay Mosque, Kuala Lumpur.

take a rikisha from under the hotel porch and start off to the left up the hill, leaving the railway bridge on the left, and keep right on down Damansara Road. A few minutes' run brings you to the Museum, on the right, on a bank above the road, and going past it, for it is too early or too late to look in, bear right-handed and in between the pillars of the entrance to the Gardens. Keeping straight on, you have the Lake on the left and the hill on the right, whilst all before and around you a series of most lovely views takes up the morning or the evening light. Continuing straight on, you begin to climb a hill, up which runs an avenue of splendid palms ending at the Lake Club. This you leave on your left, and by a winding road, still in the Gardens, arrive at the meeting of several roads known as Seven Dials. From this you plunge straight on down hill, passing, on the right, at the bottom, the Volunteer headquarters, and thence you reach the level crossing. On the right



Station Hotel, Kuala Lumpur.

here are two hotels (Grand Oriental Hotel and Empire) and the resthouse. On the left is the Anglican Church. Swinging to the right along the railway, you pass behind the Selangor Club, opposite which, on the other side of the Padang (cricket ground) is that fine block of Government offices, which are beautiful in the bright light of early morning, but more beautiful at night under the soft-toned glow of electric light. Passing between the Club and the railway line and continuing round the Padang, the building on the right is the Government printing office and next to it is the Chartered Bank. Round its corner you swing to the right, and crossing the railway by a bridge, dip down from that to the railway station again. This circular run of $2\frac{1}{2}$ miles, with one person in the rikisha, should not take more than 35 minutes, and with 50 cents your rikisha man will be satisfied. So, too, should you be, for you will have seen the best part of Kuala Lumpur. It is always possible, of course, to telegraph from Penang or Singapore before arrival to Kuala Lumpur and have a carriage or motor awaiting you at the station if you prefer something more comfortable and speedier than a rikisha.

Kuala Lumpur is the largest town in the Federated Malay States and the headquarters of the Federal Administration as also of the Government of Selangor. It is divided by the Klang river into Asiatic and European town. The public offices stand on the bank of the river and are a fine pile of buildings. Kuala Lumpur has a golf course, race course, polo ground, rifle range, cricket and football grounds, and its English inhabitants live in the garden city which lies on the low hills above the river. It may be regarded as a social capital for the European element in the Federated Malay States. Sixteen miles from Kuala Lumpur by road is Dusun Tua, where may be seen one of the curious hot springs of the country.

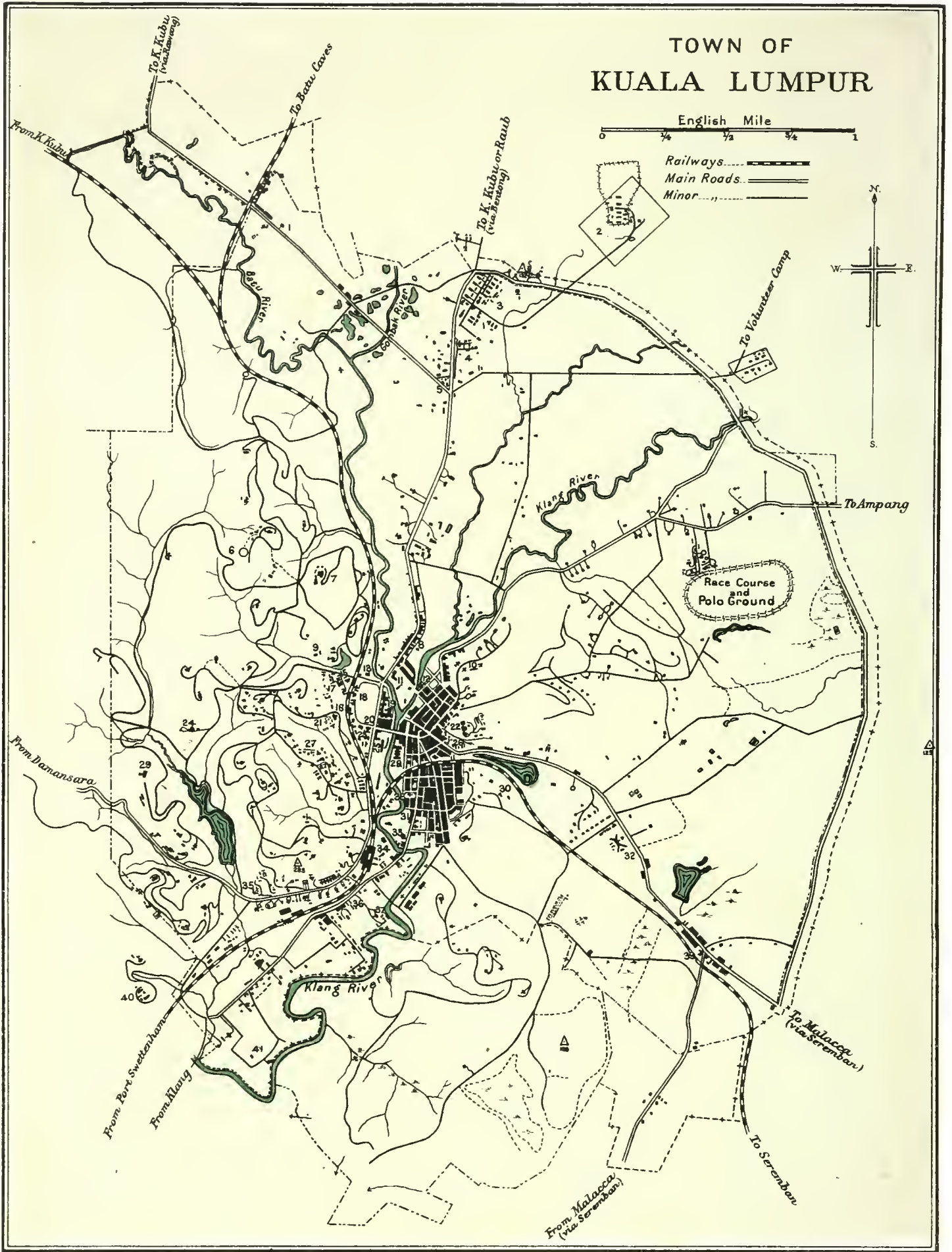
KUALA KUBU.

An interesting motor drive which takes the traveller through the very heart of the wildest, most untouched, jungles is that from Kuala Lumpur to Kuala Kubu (or *vice versa*) through Bentong. It can be easily managed with the help of the railway



Station Hotel, Kuala Lumpur.

TOWN OF KUALA LUMPUR



Stavord's Geog. Estab. London.

REFERENCE TO PLACES OF IMPORTANCE.

- | | | |
|---|---------------------------------|--------------------------------|
| 1 Market | 15 Rest House and Hotels | 29 Carcosa Government House |
| 2 Leper Hospital | 16 Station for Batu Caves | 30 Refuse Destructor |
| 3 District Hospital | 17 Police Barracks | 31 Chinese Secretariat |
| 4 Institute for Medical Research | 18 Selangor Club | 32 Gaol |
| 5 Police Station | 19 Government Offices | 33 Victoria Institute |
| 6 Service Reservoir | 20 Post and Telegraph Offices | 34 Railway Station and Hotel |
| 7 Residenoy | 21 Police Barracks | 35 Museum and Gardens Entrance |
| 8 Mosque | 22 Courts of Justice | 36 R.C. Church |
| 9 Sikh Temple | 23 Chartered Bank | 37 Convent |
| 10 R.C. Church and St. John's Institute | 24 Lake Club and Public Gardens | 38 Hindu Temple |
| 11 Sanitary Board and Survey Offices | 25 F.M.S. Railway Offices | 39 Railway Station, Pudo. |
| 12 Fire Station | 26 Central Police Station | 40 European Hospital |
| 13 Church of England | 27 General Hospital | 41 Buddhist Temple |
| 14 M.E. Church | 28 Central Market | |

in one day, the motor part of it occupying between 9 a.m. and 5 p.m. It is possible to leave Kuala Lumpur in a motor at 9 a.m. and reach Kuala Kubu in time to return to Kuala Lumpur by the 5.8 which reaches Kuala Lumpur by 7.7 p.m., and it is equally possible to leave Kuala Kubu in a motor at 7 a.m., arrive Kuala Lumpur at 3 p.m. and return to Kuala Kubu by the 3.46 arriving 6.32, whichever fits in best with the traveller's arrangements. In any case the motor will have to be railed to or from Kuala Lumpur if it is hired there for the drive. Supposing that Kuala Lumpur is the starting point, we run out of the town by the Batu road and on the hill above Setapak village take the Bentong turn and get there a glimpse of the barrier of hills through which we are to penetrate. Soon we reach the valley of the Gombak's upper water and pass the power station where Kuala Lumpur generates its electric light. Beyond it a pipe-line goes up into the hills and down into the valleys beneath, and almost as soon as we lose it we are at the 23 mile or top of the first pass, the Ginting Sempah. Here without pause begins a long descent which lasts as far as Bentong. Though the water on the Pahang



Kuala Lumpur Railway Station.

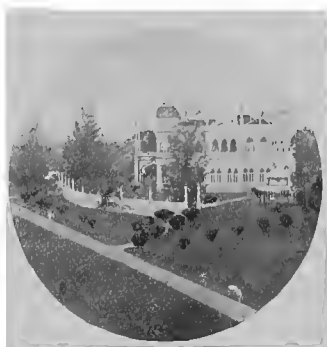


Nakajima.

Kuala Lumpur.

Batu Caves, Kuala Lumpur.

side is stained with mining high up in the hills, the long river vista past which the road runs before reaching Bentong is very fine. Bentong, a little mining village on the river of the same name, should be reached about noon. Lunch can be procured at the resthouse there if a wire has been sent ahead to order it. At Bentong you realise that you are on the other side of the Peninsula, for the river falls into the Semantan, the Semantan falls into the Pahang and the Pabang river discharges into the China Sea. Leaving Bentong the ascent begins again through a section of bamboo jungle, but drops again to reach the little villages of Trantum and Tras. Here we turn to the left and begin to mount again. At the 28 mile begins to blow a breeze which started in the China Sea and is going to end in the Straits of Malacca. It is deliciously cool and the views on both sides of the ridge along which the road runs are magnificent. The Gap resthouse should be reached at 3 p.m., and there



Choomer. Kuala Lumpur.

Astana of the Sultan of Selangor at Klang.

will be perhaps time for tea and to admire the roses and dahlias which grow so well at this height of about 2,900 feet. From here we drop steadily down on a very good and quite broad road to Kuala Kubu.

Throughout this drive it is advisable to have the hood of the motor down as much as possible, or much of the scenery is lost. Though the grades are never worse than 1 in 26 and are mostly 1 in 30 or 1 in 40, the road is winding. On the whole length of it there is motor-bus traffic, and also bullock-carts, so that it demands careful driving and good brakes. The advantage of going from Kuala Lumpur to Kuala Kubu, and not the other way, is that the most formidable section, Kuala Lumpur to the Ginting Sempah pass, is taken uphill.

BATU CAVES.

On the Padang, at Kuala Lumpur, behind the Selangor Club, is a wayside station (close to the Empire and F.M.S. hotels) at which stop all trains to the Batu Caves, and there are five trains in the day there and five back. The run is a little over half-an-hour through pretty country on the outskirts of Kuala Lumpur. The line was built to serve the railway workshops half-way to and the stone quarry near the caves. Looking to the front of the train after leaving Kent Station you find it running

straight at the base of the huge limestone cliffs which have gleamed white in the distance most of the way. Leaving the station and following the road, take the first turn to the left and continue along a few steps until, again on the left, you find a path through the rubber plantation where, if it be early, you will pass coolies tapping the trees. This leads to the steps for the caves, and a somewhat steep pull lands you under the outer arch of an "antre vast." Turn and look out at the view from the cave-mouth whilst you recover breath, and then descend into the great outer hall. These caves are not inhabited and there are no temples in them, as there are in the Ipoh caves. The trivial *graffiti* of all races, nations and languages, disfiguring though they be, have not availed to rob these caves of their native majesty. The green-blue metallic shades painted upon the rock by some lowly moss contrast with the pure white of the majestic marble hollowed out in smooth depressions by the age-long action of water. From the soaring top depend strange icicles in lime. The cave is duplicate. The second hall is roofless and open to the sky. Here you shall look up and high, high



Ishii.

Malacca River.

Malacca.

on the brim of this great white cup, see monkeys scrambling. Higher and higher they go, hand over hand, swarming up the ropes of the creepers' roots which hang over the dizzy edge, clambering over the rock cornices till they reach the dwarfed, ill-nourished bushes which nod into the air over the edge of the vortex where the swallow has made a nest. The blue sky is like a cloth drawn over all, and across it there floats from time to time a butterfly. Returning, as you mount to the cave-mouth the ground rings hollow under foot and argues other unknown depths beneath. Half-way down the steps is a rough track to the right which leads to another cave inhabited by bats, white snakes, frogs, toads and a very vile smell. This cave den extends 887 yards into the bowels of the rock before ever you come to the bottom. It is dark and dirty walking and should only be attempted with a guide and lights, but the entrance at least may be visited. To see the caves takes about an hour, and unless you have a carriage or motor from Kuala Lumpur ready you must wait another couple of hours for the next train back.



Ishii.

The Stadthaus, Malacca.

Malacca.



Ishii.

Christ Church, Malacca.

Malacca.

KLANG.

Residence of His Highness the Sultan of Selangor and centre of a famous planting district. Port Swettenham is its port. North and south of it lie Kuala Selangor and Kuala Langat, also great planting districts.

SEREMBAN.

Headquarters of the Negri Sembilan Government, a tin mining town, but also centre of a large planting district. This is the junction for Port Dickson, a health resort on the coast, with a sanitarium bungalow (permission from District Officer, Coast, Port Dickson).

MALACCA.

Arriving at Malacca by rail one finds the station to be a short quarter mile from the town. From the platform are visible the twin towers of the French Mission's Church and the hill of Saint Paul with its ruined church and signal station. The railway resthouse is alongside the station. Rikishas are the conveyance here and are more suited to Malacca's narrow streets than gharis. The route to the bridge, whither all traffic from the railway station

St. Paul's,
Malacca,
East End.

*Photo by
Nakajima,
Kuala Lumpur.*



The architecture of the street is difficult to describe. Suffice it to say that each house is a long narrow box, whose front on the street is a verandah, not a verandah appropriated to foot traffic, but a verandah closed-off from next door by a partition of brick. The partition usually has a window in it, round, oval or square in shape, and the front of the house is sure to be either painted with Chinese pictures or carved or adorned with pottery figures. Not all the buildings are private dwellings. Some are temples. There is not one building like another; they differ in width, in depth, in height, in design, in

tends, is past two Malay mosques and up Jonker Street. The town is quite small and, except for its curiosity shops, presents few features of interest besides Jonker Street and Heeren Street. Of these the former is a pale copy of the latter. In Jonker Street it is true that the old farm building bears date 1673, but the street as a whole cannot compare with Heeren Street. This street has a distinctive character entirely its own. It is long, supposed to be straight, is undoubtedly narrow, and formed of two rows of Chinese houses, of which the second row backs on to the sea and is built out on piles.



St. Paul's,
Malacca,
West End.

*Photo by
Nakajima,
Kuala Lumpur.*

colour, in ornament. Yet withal they form such a harmonious collection that the eye is delighted with their diverse similarity. Heeren Street is the Park Lane of Malacca, for none but the richest of Chinese live here.

The Stadthaus, erected by the Dutch and still used as Government offices, stands, built into the hill, opposite the bridge and divided by a narrow street from Christ Church. It shows a modest nobility of character. The clock tower in front is of modern erection but exactly to the design of an ancient Portuguese clock tower once on that same site. The two weather vanes at either end are of handsome design, as is that on Christ Church hard by. The Stadthaus lies open for inspection, but hardly possesses much of interest for a visitor. There are a few pieces of carving visible, especially the ceiling, brought from Holland, in the Land Office, and an extraordinary collection of chairs, of old pattern and perhaps old actually, in the Supreme Court room. These are paralleled in Christ Church, where it has been the practice for centuries for each worshipper to bring his own chair. A Chinese carpenter in Malacca, if you order a chair of him and give him no directions, will produce one of these old-fashioned shapes.



Ishii.

Malacca.

Church of St. Peter, Malacca.

Alongside the Stadthaus are set up on the wall which supports the hill foot some ancient Portuguese coats of arms in stone, wrongly attributed by a tablet to the first King of Portugal. Another tablet commemorates the Diamond Jubilee of Queen Victoria, 1897, and yet another the visit of the Marquis of Dal-



Ishii.

Malacca.

Gateway at Malacca.

housie in 1850. But no tablet explains the hideous stone image beyond them all. It is a "Makara, a monster of Hindu mythology, the sole surviving relic of the time when the Ruler of Malacca was still a Hindu," and should date from 1403 or earlier. It is therefore the oldest work of men's hands in Malacca.

Christ Church was built in 1750 by the Dutch, who, until that date, had used for Protestant worship the Portuguese Church on the hill, though after that date they used the hill church for interment only. Christ Church possesses some remarkable silver vessels, which may be catalogued as follows:—

A pair of silver communion cups, one presented by the ship *Mermaid*, with hall-mark attributed to Batavia, and dated 1750.

A silver dish, also Batavian, ten inches across, of the same date.

A silver inkstand, with inkwell and sandbox, of ancient date.



Nakajima.

Kuala Lumpur.

Nossa Senhora da Anunciada, Malacca.

A plain heavy silver chalice of local work of the English period.

A pair of silver salvers, believed to be Dutch, twelve inches square.

A pair of round dishes, Madras work, probably presented to this church by the Dutch in India, repoussé, covered with figures of Indian animals, the centre a snake, very curious.

Amongst its other treasures are the Dutch bible, bearing date 1762, and the brass lectern in the pulpit, centre engraved on both sides, showing that it was given by Jan Crans, the Dutch Governor in 1773, bearing the first verse of St. John's Gospel in Dutch, probably engraved by a German soldier in Batavia, as the wording shows German influence. On the font lies, when christenings take place, a shallow plate of silver presented by a Dutch lady in 1668. This plate bears the cross fleuri and four martlets which appear also on her tombstone in Saint Paul's in the arms of Juffrou Maria Bort, who married Nicholas Muller. There is also a very curious

brass font pedestal, exceedingly heavy, believed to be Malay work. The design of this pedestal is most beautifully proportioned. The fifty-foot span of the flat roof is remarkable, the timber being very fine originally and still perfectly sound. The old-fashioned musicians' gallery still exists at the west end. The reredos is modern but very successful Florentine mosaic. The floor is full of tombstones, removed, to preserve them, from the roofless church on the hill. The church is always open and its possessions are shown, for a small fee, to visitors,

Leaving Christ Church and continuing along between the river mouth and the hill, passing the Hongkong and Shanghai Bank, and the new harbour works out to sea, we reach the jetty. If it be still standing (at this moment its fate is doubtful) the view from the seaward end gives that



Ishii.

Malacca.

Screen in the possession of the Government at Malacca. Period 1650.

beautiful panorama of Malacca from the sea which has at all periods delighted travellers. Let the eye start from Pulau Upeh on the left and pass along the coast, beginning with the fringe of palms, continuing along the red roofs of the jumbled city, much of it on piles over the sea, with its green, blue, white and terra-cotta houses, over the river mouth and the sepia sails of native craft as far as the white bank building, then up and down the hill with its flagstaff and signal tower in white clapped against the mouldering blacks and greys of the carcase of Saint Paul's, from whose wall-tops grow desolate bushes where should be the roof. Beneath the hill lie the old-fashioned houses built by the Dutch. Between them and the sea comes the exquisite emerald of the lawns under the huge dark green trees, the whole emphasized and thrown up by the red-brown sea-wall against which laps a sighing tide. A dark shadow to the right of the houses marks the ancient gateway. Beyond it come houses, the Malay training college, the rest-house, then more houses backing on the sea, and, lastly, a fringe of coconuts again. The island opposite the hill is Pulau Jawa. It is awash at high tides. Pulau Upeh is to the north of the river mouth, a much larger island showing a splash of red colour under its green covering. Far to the south are more islands, Pulau Besar, Pulau Bureng, and others.

The 18-pounder cannon at the shore end of the pier bears date 1803 and the monogram of George III. The small obelisk commemorates those who, in the 1st Goorkha L.I., the 1st Battalion H.M.'s 10th Foot and the Arab Contingent during the Sungei Ujong war of 1875 lost their lives on active service against the Malays.

Continuing round the hill we reach the old gateway, with its tablet too confidently attributing



Water from Bukit China, Malacca.

it to Afonso de Albuquerque. The inner and the outer side of the gateway are similar except that the outer side has a bell turret and its two little towers have survived better than those of the inner side. Between the pillars of the gateway, on both sides, is a curious device in plaster relief. A shield, charged with a galleon, has two supporters, one a female figure of Peace with the olive branch, and the other a male figure of War, in armour, holding a sword passed through a crown. The date visible on the outer side, but lost on the inner, is 1670—a Dutch date. Behind the shield is arranged a trophy of arms, such as pistols, guns, flags, axes, swords. No explanation of this addition to the fortress is known, but its elaborate, not to say excessive, ornamentation is quite in accordance with the fashion of its day, and can be paralleled in Java in monuments of the period.

The structure of the gateway itself is curious. On the complete plan of the fortress, built thirty or forty years after Afonso de Albuquerque, no such gateway is shown. All that is shown at this point is one of the several oval-headed entries pierced in the wall. It is curious enough that if we stand on the east of the ancient gateway itself there is very



Penang-Singapore Mail Train.

plainly visible on the east side an oval-headed entry pierced in the wall, forming part of the original structure of the wall, but later filled with laterite blocks and its outside plastered over. The inner side of this entry is a winding oval-headed passage, which came out through the west wall of the gateway, but is now blocked up. The suggestion is therefore put forward that originally the wall had a passage deviously built through it, whose outer and inner entrances were these oval-headed entries, as shown on the plan, and that later this greater gateway was superimposed by the Dutch at this point, and the wall cut through to admit of the wide passage through the gateway which now exists. Another structural mystery is visible to a person standing on the east of the gateway in that the whole block divides as thus seen into three parts, a centre solid wall (pierced by the now blocked passage) laid back from the perpendicular so that the outer face has a slope. On to this wall have been clapped the back and the front of the gateway, whose faces are perpendicular and their backs sloping, so that, seen in section, their base is narrow and their top broad. The turrets on the

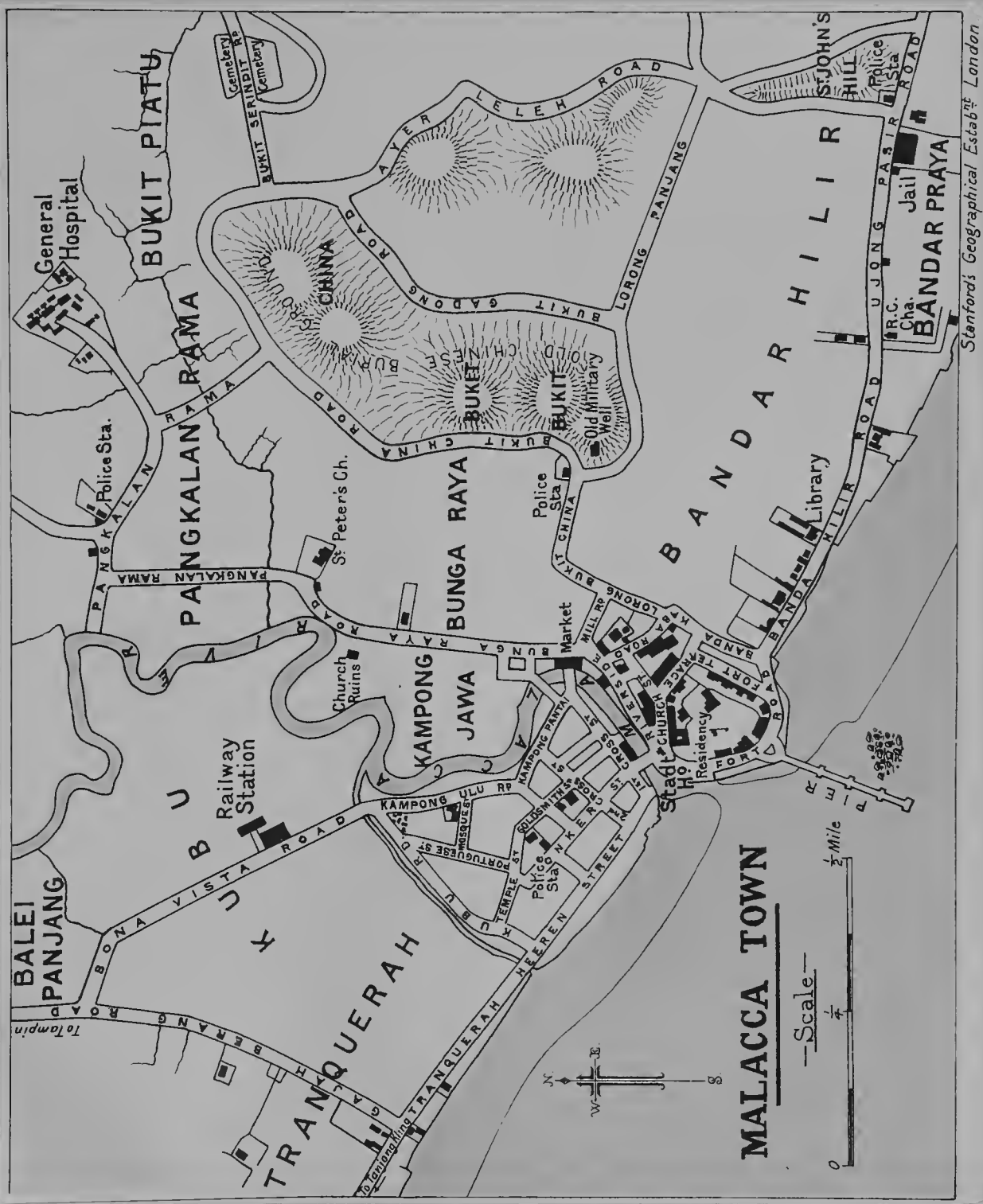
gateway are brick. The wall against which the gateway leans is laterite stone. The roof of the devious oval-headed passage is stone. The roof of the gateway is brick. The question at once arises—are the little narrow flat bricks Dutch only, or did the Portuguese use a similar brick? A trustworthy answer to that question would solve many an archaeological problem in Malacca. All about the ancient gateway in the crevices of the stone grows maidenhair fern. Of all the matchless Malacca, a fortress second only to Goa, there remains just this old gate, though bastion Santiago can be placed, on the edge of the sea, in a line with the gate, for there are still a few blocks of stone under the grass, and the eye of faith can even discern the shape of the bastion's angle.

Continuing along Fort Terrace—which is on the site of the vanished fortress wall—we come to the old cemetery where the officers who died in the Naning War in 1831 are commemorated by an obelisk. The tombs here are mostly of the English period. Opposite the cemetery is the Police Station, at whose entrance lie laterite blocks marking the course of the walls still, nor is it difficult to trace them through the grounds and across the road on the other side of the Police Station until the modern French Church obliterates the last traces.

Though the fortress itself was a strong place, the Portuguese were not content with it alone, and on Saint John's Hill—which is a few minutes away along the road down the coast—they built a fort. This is now in stone and brick, and it is not known whether, as it stands, it is Portuguese or Dutch. The inscription over the entrance was stolen by some local Goth, and no record of what it said now remains. The best access to this fort is by turning to the left at the gaol and following that road to

MALACCA RIVER.





Stanford's Geographical Establishment London

the cross-roads, from which there is an easy track up along the crest of the hill as far as the fort. The view is superb. Malacca Hill is to the west, crowned by the ruined church, and on the east, thirty-two miles distant, is Mount Ophir, and between that and us are padi-fields and coconut palms. This fortification is shown on the old plan, and the palisades (Tranquerah) which ran from it are also shown.

In this same neighbourhood is Bukit China, a long series of low hills thickly covered with Chinese graves. In Portuguese times there were buildings—churches, convents, monasteries—on these hills, but there is no trace of them now, unless we account as part of them the “old military well” next to the modern Chinese temple at the west end of Bukit China. This is a very ancient well indeed, if it be, as is not at all impossible, the well shown on the plan of the original fortress and on the 1604 plan also. The water of the wells of Bukit China is esteemed superior to that of the town supply and is readily sold at one cent a bucket.

The Portuguese Church of Saint Peter, outside the town on the way back from Bukit China, is believed to be almost coeval with the fortress. It contains, however, but few relics of the past, except its two holy water stoups of antique design and of a stone, which can also be found in the Stadthaus, of a kind not native to Malaya. The date on the bell is 1698, and it bears a Latin prayer. It is to be regretted that the church has been so lavishly whitewashed inside that the only traces of the frescoes which it once possessed are on one of the pillars. It may be that the coats of whitewash conceal and perhaps preserve frescoes more elaborate than those whose vestiges are visible.

Returning to the town from the Portuguese Church we pass, a little off the road, close to the



Ishii.

Malacca.

Buffalo Ploughing.

river, the remains of an old church called San Lourenço to-day, but thought to have borne in the past a different title. It is now in utter ruin, roofless, its pillars and walls alone standing, and one tombstone remaining in the floor.

The local Malay industries of Malacca are baskets and lace, specimens of which are often brought round for sale.

Malacca, or the outskirts of it, is full of beautiful drives between which it is hardly possible to judge, but perhaps the road to Tanjong Kling is the most beautiful. The Government Bungalow at Tanjong Kling is seven miles out, and can be occupied if a permit be got from the Resident-Collector. Everything necessary, except food, is provided, and there is a caretaker in charge. Sea-bathing can safely be enjoyed, as an enclosure for it has been made. The house stands on a small hill and catches the breeze from the sea. From under the trees on the lawn is a beautiful view of the coast back as far as the town of Malacca. The seven miles between Malacca and Tanjong Kling runs through Malay



Choomer.

Chinese Architecture.

Kuala Lumpur.

kampongs bordering the sea, and on the landward side are the padi-fields. Some of these kampongs have been bought by wealthy Chinese, who have erected imposing country villas surrounded by beautiful gardens. Though the festivities on New Year's day in Malacca bring in bullock-carts by hundreds and Malays by thousands, any day in the year one may see along the Tanjong Kling road picnic parties of brightly dressed Malays in bullock-carts drawn by the nimble Malacca cattle. The Malacca Malay looks happier and is usually of a handsomer type than that found anywhere else in the Peninsula, possibly for the reason that for just four centuries he and his forebears have enjoyed settled government. The beauty of the women of the Portuguese community is remarkable.

The streets of Malacca are narrow and noisy. It is a relief in the evening to hear the last clash of six on the bell in the signal station on the hill with the bell of the clock tower opposite the Stadthaus, and to climb to Nossa Senhora da Annunciada. With the echoes of the city's clamour still in our ears we enter into silence and the empty hulk which was once a church; where once lay, as the inscription records, the body of Saint François Xavier, S.J., the Apostle of the Far

East, before its translation to Goa in 1553; whose choir's voices have yielded to the twitter of the swallow, to the rush of the wings of the spine-tailed swift. As night draws in there settles down in this old, sad, maimed, misused, abandoned fane a silence we do not care to break. The place has been much abused. The east end was at one time turned into a military magazine. On the outside of the west end is a very ugly tower bearing a fixed light. The roof has entirely disappeared. Windows have been bricked up and doors opened out to suit the needs of four centuries of Portuguese and Dutch and English. Yet some of them cared for the old place, since repairs, with small bricks, are visible everywhere, but the words of Ruskin were written too late for it: "Watch an old building with anxious care; guard it as best you may, and at any cost, from any influence of dilapidation. Count its stones as you would the jewels of a crown. Set watchers about it, as if at the gates of a besieged city; bind it together with iron when it loosens; stay it with timber when it declines. Do not care about the unsightliness of this aid—better a crutch than a lost limb; and do this tenderly and reverently and continually, and many a generation will still be born and pass away beneath its shadow." Many of the tombstones, chiefly of the Dutch period, have been removed to Christ Church for preservation, but many remain "mementoes of mortality unto living passengers." A soft turf covers the floor and deadens the sound of any footstep. The old building stands solitary. At one time there were a number of others on the hill, now there are none except the Residency, with its old-world garden, on the site of the Church of St. Anthony and Convent of the Augustinians. The steps which led up the hill have disappeared under the turf. The south slope outside the east end of the

church carries a number of forgotten graves. It is sad that there cannot be traced at present any plate or drawing to show what was the original appearance of "the church which because Afonso de Albuquerque was very much devoted to Our Lady he ordered his men to build, and gave it the name of Nossa Senhora da Annunciada."

The scenery on that section of the railway which lies between Rembau Station and Malacca is, without doubt, the most beautiful on the whole line, especially the piece between Malacca and Tampin. It is, therefore, a pity to reach and return from Malacca by the night trains, since the views are lost. The road runs alongside the railway most of the way, and is, for scenery, the fairest in the Peninsula. The distant blue hills, the rice-fields, the Malay orchards, every now and then a bright river, or ponds full of lotus provide views which will never be forgotten.

KUALA LUMPUR TO SINGAPORE.

What some account the best dinner in the Malay Peninsula is served on the train after leaving Kuala Lumpur. It is advisable to defer going to bed until Seremban is reached at half-past ten, as passengers enter and alight there, but after Seremban the very comfortable beds invite us. As the speed over this section is not more than twenty miles an hour it is not difficult to sleep, and, the temperature falling at night, it is cool.

It is unfortunate that the traveller, whether going up or down the line, must pass during the night the beautiful views of the Rembau valleys, but with that exception the section between Johore Bahru and Kuala Lumpur is quite uninteresting and just as well passed in the night, nor is much lost by passing up at night across the island of Singapore to the ferry across Johore Strait to

Johore Bahru. Going down, the train reaches the ferry (as at Penang, the launch which ferries passengers and baggage is part of the train, and no attention need be devoted to baggage, for it will be brought across and re-entrained) at seven o'clock, and the traveller sees something of the interior of the island of Singa-

pore. The principal station, Tank Road, is somewhat inconveniently situated at present too far from the centre of the town, but one may reckon on reaching a hotel with the baggage a little after nine, in time for bath and breakfast. It is advisable to telegraph from Kuala Lumpur for rooms, in which case the hotel runner will meet the train and take the baggage. But in any case the gharis and rikishas will take you to the centre of Singapore without direction.



Nakajima. Kuala Lumpur.
Tapping Para Rubber.

SINGAPORE.

The early history of Singapore rests upon tradition, and from this it seems to be established that "leaving Palembang in Sumatra, some Malays settled in Singapore about 1360 A.D., under Sang Nila Utama. The latest authoritative account of this settlement describes the ancient kingdom of Singapore or Tamasek as a mere offshoot of the State of Palembang, which did not last for any length of time, but came to a sudden and terrible end in the year of the great Javanese invasion, 1377 A.D. The legends connected with the fall of the city of Singapore on this occasion suggest that



Nakajima.

Kuala Lumpur.

Para Rubber Drying.

it was effected with terrible bloodshed." The name itself has inspired many and often fantastic attempts at explanation by philologists, Malay and European. Nothing seems better than the obvious interpretation that Singapura is two Sanskrit words, that Singha is Sanskrit for "lion" and Pura for "city," that the word means City of the Lion, and that the name was magniloquently given to it to bring it good luck by Sanskrit-using settlers from the Hindu-Malayan Empire of Java and its dependency Sumatra. It is believed that its more ancient name was Tamasek, but that is now utterly lost. However great be the ancient renown of the City of Singapore in local tradition, it was so little accounted of in later times that in 1703 the Raja of Johore offered it to a Captain Hamilton, who declined the present, though he remarked that it was "a proper place to settle a colony in, lying in the centre of trade and accommodated with good rivers and a safe harbour, so conveniently situated that all winds serve shipping both to go out and come into these rivers." This description of Singapore has never been bettered, and it agrees

with the remark of an earlier Portuguese writer that to Singapore "resorted all the navigators of the Western seas of India, and of the Eastern of Siam, China, Campa and Cambodia, as well as of thousands of islands to the eastward." So long as the Dutch held Malacca, which they did until 1795, there was no object for them in founding another great city on the Peninsula, though the anchorages at Singapore were much superior to those at Malacca, and the size of ships was growing. But in 1818, threatened by the British with a loss of their monopoly in the Peninsula, they occupied a post in Rhio, one of the islands visible from Singapore to the south. At that time the British were already in Penang, so the position was that Penang was British, Malacca Dutch and Rhio Dutch. Clearly it was expedient for Britain to cut in between Rhio and Malacca. On the 19th August, 1818, therefore, Major Farquhar, subordinate of Sir Thomas Stamford Raffles, made a treaty providing for mutual liberty of navigation and commerce in the ports and dominions of Johore, Pahang, Linggi, and Rhio and other places subject to the Sultan of Johore, this including Singapore. Sir Stamford Raffles was at that time Lieutenant-Governor of Bencoolen (Sumatra). From there he wrote to the Honourable East India Company in Bengal urging the acquisition not of Singapore but of Bentan (Bintang), an island opposite. He spoke of a simple commercial station with a military guard to force free trade upon the Dutch or to collect the trade under the British flag. He followed the letter in person and returned as Agent to the Most Noble the Governor-General with the States of Rhio, Lingin and Johore to occupy some central station in the Archipelago. On February 6th, 1819, Raffles signed with Johore plenipotentiaries the necessary treaty ceding Singapore and hoisted the

British flag "on the site of the ancient maritime capital of the Malays." "It is a child of my own," he wrote, and "bids fair to be one of the most important (Colonies) and at the same time one of the least expensive and troublesome which we possess. Our object is not territory, but trade: a great commercial emporium and a fulcrum whence we may extend our influence, politically, as circumstances may hereafter require. One free port in these seas must eventually destroy the spell of Dutch monopoly." Meanwhile, the spell of His Netherlands Majesty's armaments at Batavia had rattled the resolution of the Supreme Government in Calcutta, who sent after Raffles a letter of countermand. This he received after founding Singapore. Penang sent him no assistance, and only in 1822 did Great Britain recognise Singapore, for not until that date did its Government realise that the "long long thoughts" of Raffles were destined to work out the commercial salvation of England in these seas. The subsequent history of Singapore is that of a growing commercial free port, but up to the invention of steam the trade was much harassed by Malay piratical prahus which infested the Singapore Straits, the islands, the coast of the Peninsula and the adjacent seas. Piracy was in those days the only career for a Malay of spirit, and it offered all the glorious uncertainties of war, of sport and of commerce. It was no uncommon thing in those days for ships and junks to sail to or from Singapore and no man see them more. Attacked off some river-mouth trading settlement by Malay prahus, rowing thirty a side, often cunningly disguised as fishing boats, or else when becalmed at sea and openly set upon by native craft whose lightness took advantage of the failing breeze, the smaller Chinese, Indian and English trading craft ran risks which to-day seem almost incredible. When overpowered, their crews

were either massacred or carried away into slavery, or merely turned adrift, the ships gutted of every article of value and themselves plundered of provision, of water and even of clothing, to die of privation, or to make if they could some not inhospitable harbour. The British did what they could to suppress piracy, but until the invention of steam vessels no real suppression was possible. The first encounter between the paddle steamer *Diana* and a fleet of five pirate boats is on record. When the Malays first sighted the steamer they thought she was a sailing ship afire, so they joyously sailed towards her, encouraged in the idea that she was helpless by the fact that she lay still and waited for them. The first Malay prahu was allowed to range alongside and there sunk. This did not deter the others, but when the ship afire began to sail towards them *against the wind* the pirates were horrified at such an unnatural proceeding and began to disperse. The "*Diana*" caught them up one by one, and—there was a great killing of pirates.

Pirates, running amuck, and convicts, for it was a penal settlement for India, were the chief drawback to Singapore in those early days. The second was suppressed by the prohibition of weapon carrying and by the better administrative conditions which obtained there than in the Malay



Nakajima.

Kuala Lumpur.

Para Rubber Fruiting.



Wilson.

Cavenagh Bridge, Singapore.

Singapore.

States, where "mengamok" was the only outlet for feelings outraged by oppression, cruelty, misfortune or insult. Running amuck is very uncommon nowadays in Malaya, but it will always occur amongst Malays occasionally, for they are very prone to hysteria. The history of "mengamok" is always the same, and the long and short of it is that the "pengamok" loses his temper with the world and falls into a bloody fury. Seizing the first available weapon he attacks anyone whom he meets, man, woman or child, with equal ferocity, and he kills and kills until he is himself killed, or until he is captured, or until people to kill have made themselves so scarce that he cannot get at them. The desired end of a "pengamok" is death in a furious fight, where he may end all in an exaltation of mind. This end is in some sense heroic in circumstances which admit no other remedy. But to be carefully disarmed by entirely competent police, to be lengthily tried for common murder, and to be solemnly hanged by the neck until dead is an end so little desired by any one and so certain nowadays that the

romance which to the Malay mind once hung about "mengamok" has faded, and running amuck is no longer a commonplace of Malaya.

Steamers entering Singapore from the west pass between the west end of Blakang Mati Island on the right and Fort Pasir Panjang, on the island of Singapore, on the left. Blakang Mati, which is a very hilly island, extends from the harbour limit on the west at foot of Fort Pasir Panjang to Mount Palmer on the east, a distance of nearly two miles, and forms a natural breakwater to the wharves on the Singapore side. The waters enclosed between the islands of Blakang Mati and Singapore, formerly known as New Harbour, are now called Keppel Harbour, after Admiral Keppel, who discovered this deep water anchorage. Blakang Mati is strongly fortified and possesses a considerable garrison, whose large and commodious barracks now form an outstanding feature of the island. Close to Blakang Mati, still on the right hand side of the channel, there lies the island of Pulau Brani, which is the headquarters of the Royal Engineers. On this island are the famous tin-smelting works belonging to the Straits Trading Company, the tall chimneys of which form conspicuous landmarks.

Here the bulk of the tin smelted in the Malay Peninsula is treated. The village which sits on the sea and is so picturesquely nestled under the island is inhabited by the descendants of the sea gypsies, a Malay tribe which, from a time when the memory of man runneth not to the contrary until quite recently, lived in boats and picked up an honest or a piratical living from the sea as occasion served.

On the left hand side, just before we enter Keppel Harbour, stands Pasir Panjang Fort on the top of a hill. Below, on the water's edge, stands the obelisk which marks the harbour limit. Then comes the promontory of Bukit Chermin, crowned with two houses. Chermin means glass, and the name was no doubt given owing to the clearness—*splendidior vitro*—of the water round this hill. Then we pass a jungle-covered hilly islet, Pulau Hantu, the island of ghosts, and come to the first of the series of wharves constructed on this shore, Keppel Harbour Docks. Here we have the Eastern Extension Cable Station, two graving docks and the generating station and the splendidly equipped electrical workshops of the Tanjong Pagar Dock Board. At the east end of this wharf there has been constructed what is one of the largest graving docks in the world, 894 feet long and 100 feet wide, with a depth on sill of 34 feet. Behind this stands the signalling station, on the top of a hill about 300 feet high, called Mount Faber, from which one of the finest views of Singapore Harbour and the outlying islands can be obtained, a prospect which on no account should be missed.

We next come to the P. & O. Wharf, the only privately run wharf remaining in Singapore. It has berthage for two big steamers, and the P. & O. mail boats come alongside this wharf regularly once a fortnight, both outwards and homewards.

On landing here, we find three available modes of reaching the centre of Singapore town, which is four miles to the east, namely, the ghari (hackney carriage), fare \$1, the rikisha, fare 40 cents, or the electric tram, fare 15 cents. The gharis and rikishas will be in waiting at the wharf, but to reach the tram it will be necessary to walk



Nakajima.

Kuala Lumpur.

Collecting Latex from Para Rubber Trees.

rather less than a quarter of a mile (turn to the right on leaving the wharf and cross railway).

Leaving the P. & O. wharf we pass a small hill called St. James, on which there is a large house belonging to the Straits Trading Company. At the base of this hill, on the land side, there is a typical Malay kampong, or village, the centre of a considerable sarong weaving industry, known as Kampong Jago. After passing St. James we come to a little inlet of the sea, with Jardine's Wharf on the eastern side. This wharf is private property still, but is let to the Tanjong Pagar Dock Board on a long lease. The military ferry to Blakang Mati and Pulau Brani starts from here. Sampans (boats) can also be easily obtained here to take one across to these islands. Jardine's Wharf is practically the beginning of what is now a long continuous wharf, over a mile in length. The whole of this wharf is to be straightened and reconstructed in concrete. The work is being carried out in sections, and one section of 600 feet, the old Borneo Wharf, has already been completed. Here

the Japanese, the Messageries and the German Lloyd mail steamers go alongside.

East of this again is the entrance to the wet lagoon dock now in construction, an enormous excavation flanked by a titanic wall. Beyond this, still to the east, comes No. 6, where the Blue Funnel Holt Steamers lie, followed by Nos. 5, 4 and 3, occupied by cargo steamers of all kinds. No. 2 is where the British India boats lie with the English mail. Beyond it are the Tanjong Pagar Docks offices, and finally No. 1 Section, for cargo steamers.

As we go along the road we remark on the right a little hill crowned with a building of evidently sacred character. The entrance to this place is along a green lane, Palmer Road, on the sea side of the main road. This runs through a small Malay village and ends at the Palmer Godowns, close to which are a Chinese temple, and, on the little hill, the tomb of a local saint, surrounded by a Malay cemetery. All such places are called in Malay "Kramat," from a corruption of the term "pulang karahmat Allah" (returned to the mercy of God), which is used to describe the death of a Muhammadan, and this place is accordingly known as the Kramat Habib Noh. The grave of Habib Noh is in a chamber at the top of a flight of steps, but it presents no feature of interest. The Chinese temple close at hand is, however, a good specimen of Chinese temple architecture and has some interesting pictures on the walls. Should anyone be curious enough to wish to enter the tomb of Habib Noh he will have to remove his shoes as is the Malay custom when visiting temples. From the Malay graveyard eastwards along the sea, as far as Johnston's

Pier, there is to be made a new wharf, and beyond it a breakwater. An attempt has been made to show in the plan of Singapore what the harbour works when completed will be. The wharfage originally belonged to the Tanjong Pagar Dock Company, but they were bought out a few years ago by the Government, which was obliged to pay a very heavy price, arbitrated, and is committed to great expense in the intended improvements and extensions. Continuing on, we reach the building area of the town, passing a large market on our way. Markets in a strange land are always interesting, and it is perhaps worth while to stop and walk through. Beyond this, if we keep to the sea front, we come to Collyer Quay, where all the principal mercantile houses are situated. Collyer Quay faces the Singapore Roads and has several landing places. The Roads are used by the local coasting ships mainly, and is the centre of the large transshipment trade of this port. The produce is carried in boats into godowns on the river and elsewhere, where it is prepared for export to Europe, then taken either by water or by land to Tanjong Pagar for shipment on the ocean-going steamers. Large works, consisting of a reclamation and a mole which will form a sheltered harbour for small tonnage steamers, with a view of facilitating this trade, are in course of construction. To the left of Collyer Quay we come to Raffles Place, where is the business heart of the European side of Singapore life. Here are all the principal shops, the banks, the shipping offices, and close by, on the sea, is Johnston's pier. The building opposite this is the Hongkong and Shanghai Bank, and opposite it is the Chamber of Commerce building, in which is the Singapore

SINGAPORE



M. BARNARD. 1812.



SINGAPORE TOWN

SCALE OF 1 ENGLISH MILE
0 1/4 1/2 3/4 1

Club. Next to this comes the Post Office, and between it and the Singapore River is the Government Shipping Office. There are two bridges over Singapore River, one, suspension and inadequately broad, called Cavenagh Bridge, upstream, and the other, over which the trams run, downstream, called Anderson Bridge. Looking upstream from Cavenagh Bridge, we see Boat Quay. Here the water is crammed with Chinese craft, and the land is crammed with Chinese houses. On a bright morning—and most mornings in Singapore are bright—the combined effect of the colours, the deep blues, the greens, the yellows, the drabs, the pure whites, the browns, the reds, either of the boats on the river or the houses on the shore, is very remarkable. So, too, in its way, is the contrast between the recently built towering blocks of offices and the little old-fashioned low Chinese houses alongside them. Crossing either bridge we see on the left, close to the river, the Government offices. Behind the Government offices are the Supreme Court and the Printing Office. Across the road from them is the Victoria Memorial Hall. In front of this is a statue of an elephant, which has been reduced to pigmy size by the large building behind. It commemorates the landing, in 1871, of Chulalongkorn, King of Siam, at Singapore, “the first foreign land visited by a Siamese monarch,” as records the inscription in Siamese, English, Chinese and Malay. Facing the elephant is an obelisk, which ranks as the palladium of the liberties of Singapore. In 1850, the Marquis of Dalhousie, Governor-General of India, visited Singapore, and on that occasion, he (according to the obelisk, which seems rather hot about it and not open to argument, still less to

grammar) “emphatically recognised the wisdom of liberating commerce from all restraints, under which enlightened policy the Settlement has attained its present rank among British possessions and with which its future prosperity must ever be identified.” This is set forth on four panels in English, Chinese, Malay and Tamil, and reflects the passions of a day when it was feared that the policy of keeping Singapore a free port might be abandoned. To read it brings to mind Raffles, the founder of Singapore, who believed in free ports, and one looks down the long padang (plain) past the Singapore Cricket Club for his statue. There it stands looking out to sea, under the branches of the magnificent avenue of angsona trees which lines the sea front. All the ships of all the nations of all the world pass in endless review before him, Raffles, the man of long, long thoughts. Annual tonnage of the port, 16,444,246 tons; value of its trade, 64,732,757 pounds sterling; population of the town, 259,610 persons—all these have come about at Singapore, and all flow from Raffles.

At the north-west end of the Padang stands the Hotel de l'Europe, and the street which runs past it goes to Fort Canning, where is the signal station for ships entering from the east and a lighthouse. Next to the Europe come the Municipal Offices, and next to these the Anglican Cathedral. Past this at right angles to the sea runs Stamford Road and the canal alongside it. This road should be taken for the Raffles Library and Museum, well worth a visit. If we continue along this road, we come into Orchard Road, which goes past the Ladies' Lawn Tennis Club, the Presbyterian Church

and Government House gates. Opposite these gates is Tank Road, which leads to the principal railway station in Singapore. Continuing further, we come to Orchard Road Market, which can easily be recognised by the handsome fountain in front of it, and then to Tanglin, the leading residential district of Singapore. Few of the houses can be seen from the roads, owing to the exuberant vegetation. Most of them are provided with spacious grounds formed into gardens and tennis courts. Keeping to Orchard Road and turning to the left we come to the Barracks, with its golf links and drill grounds. Here the English regiment is stationed. Next to the Barracks are the Botanical Gardens, described elsewhere, and on the left of the Gardens Tyersall, with its ornamental grounds, the Singapore residence of the Sultan of Johore.

Beach Road crosses the canal and runs past Raffles Hotel and right away on past Raffles Reclamation and the Volunteer headquarters and Chinese Volunteer Club (opposite which is a fine Chinese temple) to the busy shops of the Asiatic eastern quarter. Parallel to Beach Road, in which are the brass shops, runs North Bridge Road. Of the streets between the two the most interesting is Rochore Road, for here are the bird and animal shops. Amongst the birds are innumerable doves in cages, whose value is according to the sound of their coo and according to the number of rings on their legs—37, 41, 44 and 47 are lucky numbers, and if the rings are raised high the bird is accounted good. Ten dollars (£1 3s. 4d.) is not too high a price for a really good bird, according to Malay fanciers. Here is a list of birds and beasts you shall see in Rochore Road, if you do not mind smells—Java sparrows, grey with pink

beaks, monkeys, white rabbits, fowls with feathers growing reversed, porcupines, tiger cats, bears, cassowaries, pigeons, purple gallinules, cockatoos, two gibbons, black and silver, sitting folded in each other's arms, most fascinating of all monkeys, snakes, guinea-pigs, parrots green, parrots red, parrots blue, purple parrots, parakeets, little tiny birds in sapphire blue, old gold and crimson, deer, golden pheasants, hornbills, the slow loris, civet cats, squirrels, all of them shrieking or twittering or cooing and apparently very pleased with themselves in spite of close quarters. Singapore sea front is crescent shape and the eastern horn ends in a point called Tanjong Rhu, covered with tall casuarina trees. Behind this lies, on a sandy beach, five miles out of Singapore, Tanjong Katong, where are seaside hotels. The drive out to this place is pleasant, once the Asiatic town is left behind. The road runs through the characteristic mangrove swamp of the Malay Peninsula and then through coconut groves and rubber estates. The hotels stand on grassy lawns amongst coconut palms, and a stroll along the beach in the direction of Singapore past the disused fort offers a very fine view of the anchorage and town from the east.

There are many picturesque drives either for motors or carriages in Singapore. To the reservoirs at Thompson Road is one. Another is out to the Gap, two hours return by motor, or along Tanjong Katong and the East Coast Road along the sea to Bedoh, returning by the Changi Road. This is a two-hour motor run. The drive to the reservoirs is the shortest of these for a carriage, say two hours, and as it is not necessary to return the same way a great deal of the prettier portions of Singapore are

visited. The race course and golf course are passed. Then the white pillars of the fine residence of an Arab notable, and finally, by way of Mount Pleasant, we arrive at the reservoir, a very beautiful sheet of water broken by promontories, and surrounded with woods. The Chinese Temple in Balestier Road should be visited. It compares favourably with any of the temples to be seen in China itself. One feature of the Temple is the series of panels on the walls showing the different kinds of torture in use in China. On the return journey, turn off behind the Arab's house, circle his lake, cross the railway, and then turn sharp to the right down Bukit Timah Road. The new reservoir, about a mile and a half from the first, is

also well worth a visit. This road runs fourteen miles to Kranji, which, before the railway, was the place of embarkation for Johore Bahru, the chief town of Johore. Turning to the left at the rubber plantation, where are some of the oldest trees in the Peninsula, you pass along the Economic Gardens, and finally enter the Botanical Gardens, that precious possession of Singapore. Here you shall see all the palms of the world and the stately glory of them, and in the lake apparently all the tropical lilies there are. If it is evening you will find the centre of the Gardens crowded with carriages and motors, which have brought the English children to play in these lovely grounds.

C. W. H.



Wilson.

Johnston's Pier, Singapore.

Singapore.

Specimen Itinerary

OF A

TOUR BETWEEN PENANG AND SINGAPORE.

(Occupying Nine Days.)

First Day.—8 a.m., train from Penang to Taiping, arriving 10.54 a.m. Leave Taiping 3.55 p.m. for Kuala Kangsar, arriving 5 p.m. Night at Kuala Kangsar.

Second Day.—11.57 a.m., train to Ipoh, arriving 1.13 p.m. Night at Ipoh.

Third Day.—1.23 p.m., train to Kuala Kubu, arriving 4.55 p.m. Night at Kuala Kubu.

Fourth Day.—7.40 a.m., railway motor to Kuala Lipis, arriving 5.50 p.m. Night at Kuala Lipis.

Fifth Day.—7.5 a.m., railway motor to Kuala Kubu, arriving 4.30 p.m. By 5.31 p.m. train to Kuala Lumpur. Night at Kuala Lumpur.

Sixth Day.—At Kuala Lumpur.

Seventh Day.—7 a.m., train to Seremban, arriving at 9 a.m. Night at Seremban.

Eighth Day.—6 a.m., train to Port Dickson, arriving 7.29 a.m., and returning at 10.10 a.m. to Seremban. Leave Seremban 3.4 p.m., arrive Malacca 5.17 p.m. Night at Malacca.

Ninth Day.—Leave Malacca 8.20 a.m. train, arrive Singapore 6.52 p.m. (change at Tampin).

NOTE.—These times should be verified at Penang before starting, as the Railway Time Table may be changed.

SPECIMEN CIRCULAR TOURS IN MALAYA BY RAIL.

- Tour I.** From Singapore, via Tampin, Malacca, Seremban, Kuala Lumpur, Ipoh, Kuala Kangsar, Taiping to Penang.
- Tour II.** From Singapore, via Gemas to Kuala Krau. Thence by railway launch to Pekan and by sea to Singapore.
- Tour III.** From Singapore, via Tampin to Malacca, and return to Singapore.
- Tour IV.** From Singapore, via Tampin to Malacca, Seremban, Port Dickson, and return to Singapore.
- Tour V.** From Singapore, via Tampin to Malacca, Seremban, Kuala Lumpur, Klang, and return to Singapore.
- Tour VI.** From Singapore, via Tampin to Malacca, Seremban, Kuala Lumpur, Tapah Road, Ipoh, Tapah Road, Telok Anson, and return to Singapore.
- Tour VII.** From Penang, via Taiping, Kuala Kangsar, Ipoh, Kuala Lumpur, Seremban, and Tampin to Singapore.
- Tour VIII.** From Penang to Taiping, and via Port Weld and local steamer to Penang.
- Tour IX.** From Penang to Taiping, Kuala Kangsar, Ipoh, and return to Penang.
- Tour X.** From Penang to Taiping, Kuala Kangsar, Ipoh, Kuala Lumpur, and return to Penang.
- Tour XI.** From Penang to Taiping, Kuala Kangsar, Ipoh, Kuala Kubu, motor via Tras and Bentong to Kuala Lumpur, and return to Penang.
- Tour XII.** From Penang to Taiping, Kuala Kangsar, Ipoh, Kuala Kubu, motor to Kuala Lipis, boat to Kuala Krau, railway launch to Pekan, steamer to Singapore, and return by rail.
- Tour XIII.** From Penang to Taiping, Kuala Kangsar, Ipoh, Tapah Road, Telok Anson, and return to Penang.
- Tour XIV.** From Penang to Taiping, Kuala Kangsar, Ipoh, Kuala Lumpur, Klang, and return to Penang.
- Tour XV.** From Penang to Taiping, Kuala Kangsar, Ipoh, Kuala Lumpur, Klang, Seremban, Port Dickson, and return to Penang.
- Tour XVI.** From Penang to Taiping, Kuala Kangsar, Ipoh, Kuala Lumpur, Klang, Seremban, Malacca, and return to Penang.
-

From Malacca, Port Dickson, Klang and Telok Anson, there are local steamers to Singapore and Penang.

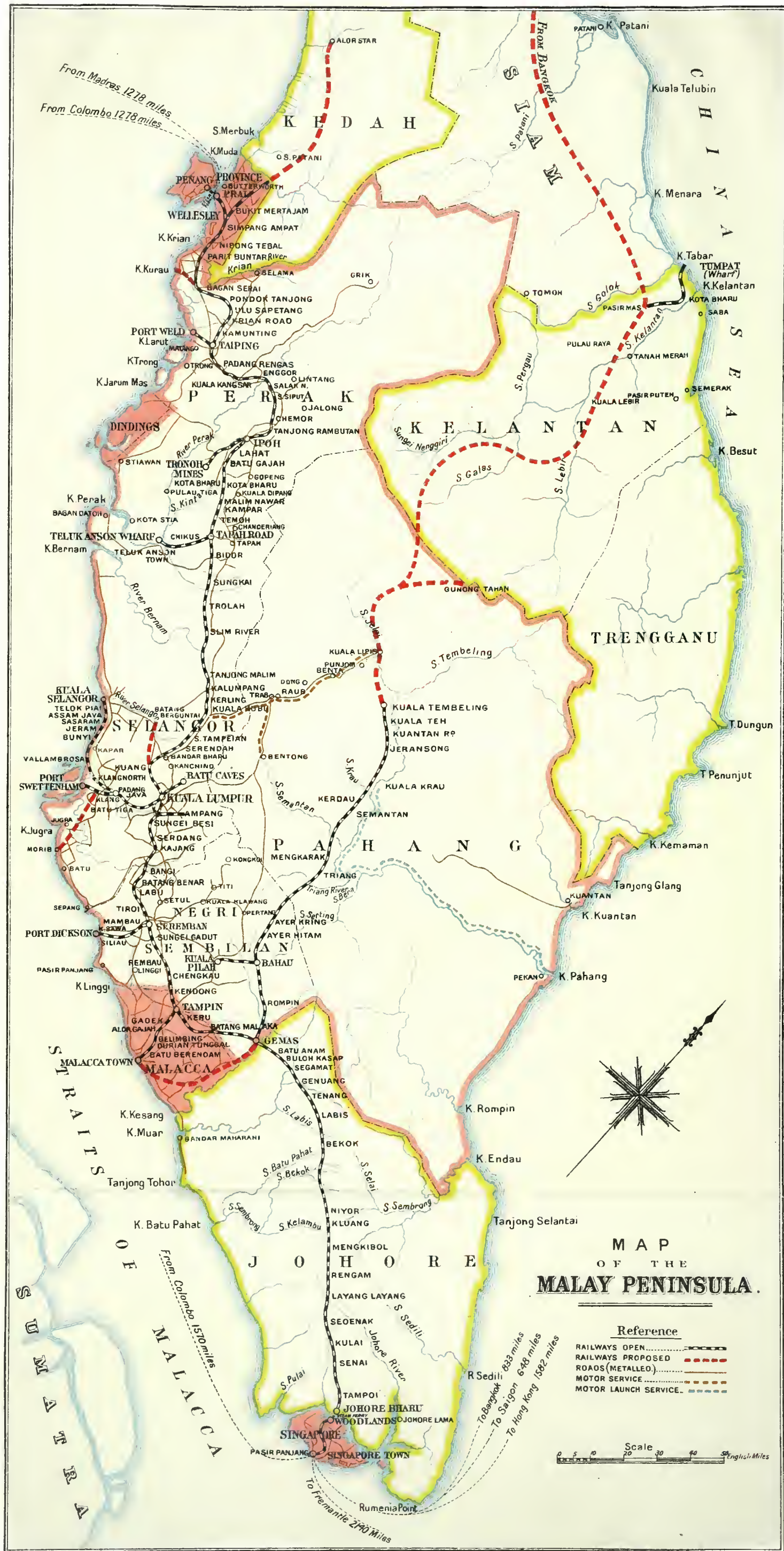
History of the Federated Malay States Railways.



THE Railways in the Federated Malay States and Straits Settlements are all the property of and are worked by the Government. The first Railway constructed in the Federated Malay States was a branch line from Taiping to Port Weld, in Perak, which was opened for traffic in June, 1885. Since that date the extension of the Railway System has steadily progressed, and there are at the present time 735 miles of Railway opened. The Johore State Railway, 120 $\frac{3}{4}$ miles in length, is worked and maintained by the Federated Malay States Railway Department. Metre gauge has been adopted throughout. Railway construction is now proceeding on the eastern side of the Peninsula. The east coast railway junctions with the present main line at Gemas, in Negri Sembilan, and it is now completed to the 118th mile. The extension northward through Pahang and Kelantan is in hand, and this line, when completed, will junction with the Siamese Railways now under construction. It is anticipated that in 6 years' time through railway communication will be given between Singapore and Bangkok. On the west side of the Peninsula railway construction is in hand northward from Bukit Mertajam, in Province Wellesley, to Alor Star, in Kedah. This extension will also connect with the Siamese Railways.

— NOTICE. —

Travellers are earnestly desired not to introduce into a country where it does not now prevail the reprehensible practice of giving, merely because begged, money to people who have rendered no service. There is ample honest employment for the able-bodied of all classes of Asiatic in Malaya, and the Government provides homes for decrepit vagrants of all races. Tipping railway porters is both forbidden and not usual.



THE MERCANTILE BANK OF INDIA, LTD.

(INCORPORATED IN ENGLAND.)

Head Office : 15 GRACECHURCH STREET, LONDON, E.C.

Capital Authorised	...	...	...	...	...	...	£1,500,000
Capital Subscribed	...	...	...	...	...	...	1,125,000
Capital Paid-up	...	...	...	...	...	...	562,500
Reserve	...	...	...	...	...	...	415,000

Board of Directors.

R. J. BLACK, Esq., *Chairman.*

JAMES CAMPBELL, Esq.

H. MELVILL SIMONS, Esq.

J. A. MAITLAND, Esq.

Sir DAVID YULE.

J. M. RYRIE, Esq.

Chief Manager : PERCY MOULD.

London Manager : JAMES STEUART.

Bankers.

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LIMITED.

Branches and Agencies.

BOMBAY.
KARACHI.
CALCUTTA.
HOWRAH.

DELHI.
MADRAS.
RANGOON.
COLOMBO.

KANDY.
GALLE.
SINGAPORE.
KUALA LUMPUR.

KOTA BHARU.
PENANG.
BATAVIA.
HONGKONG.

SHANGHAI.

KUALA LUMPUR BRANCH.

CURRENT ACCOUNTS OPENED.

Interest allowed at the rate of 2 per cent. per annum on daily balances.

Fixed Deposits received for one year or for shorter periods. Terms can be ascertained on application.

Exchange.—The Bank issues drafts on its Branches and Agencies, purchases or remits for collection Bills, and grants Circular Notes for the use of Travellers, negotiable in all Towns of importance throughout the world.

OLD MARKET SQUARE,
KUALA LUMPUR.

Telegraphic Address : "PARADISE."

G. A. FRASER,
Agent.

CEYLON.
NUWARA ELIYA,

9 HOURS BY RAIL FROM COLOMBO.

The Sanatorium of the East.

6,200 feet above sea-level.

Famous for its Golf Links, Botanical Gardens,
Tennis, and Trout Fishing.

STAY AT THE . . .

GRAND HOTEL,

The Largest and Best-appointed Hotel in Nuwara Eliya.
Extensively enlarged and improved in 1910.

Electric Light.

**Superior Accommodation
for over 160 Visitors.**

Situated in Beautiful Private Grounds extending
over 20 Acres.

EXCELLENT CUISINE. CHARGES MODERATE.

Motor Garage. Stables, &c.
Hotel Porters and Carriages meet all Trains.
Five minutes' drive from Railway Station.

On Parle Francais. Man Spricht Deutsch.

Telegrams: "GRAND, NUWARA ELIYA."

. THE .
NEW KEENA HOTEL,

Opposite the United Club,
Racecourse, etc.

Seven minutes' drive from the Railway Station.

Telegrams: "KEENA, NUWARA ELIYA."

Proprietors :
THE NUWARA ELIYA HOTELS CO., LIMITED.

EASTERN AND ORIENTAL HOTEL,
PENANG.

"The Leading Hotel."

Five Minutes from the F.M.S. Railway Station.

Finest Position on the whole Sea Front.



Upwards of 70 Bedrooms with Private Bathrooms.

Electric Light Throughout.

Telephones. Post and Telegraph Office.

Electric Bells.

Cuisine acknowledged to be the best.

Under the direct Management of the Proprietors.

SARKIES BROTHERS, Proprietors.

Telegraphic Address: SARKIES, PENANG.

Sarkies' Hotels.



RAFFLES HOTEL, SINGAPORE.



EASTERN & ORIENTAL HOTEL,
... PENANG ...



CRAG HOTEL SANATORIUM,
PENANG HILLS.



STRAND HOTEL, RANGOON.

Telegraphic Addresses :

"SARKIES—SINGAPORE."

"SARKIES—PENANG."

"SARKIESIAN—RANGOON."

SARKIES BROTHERS,

Proprietors.

RUNNYMEDE HOTEL,

NORTHAM ROAD, PENANG,

STRAITS SETTLEMENTS.

The English and Continental Hotel and
Health Resort.



Recommended by medical authorities.

Selected situation, facing the sea. Breezy and bracing.
Sea Bathing.

First-Class Accommodation.

Cuisine well known as the best throughout the East.
Under strict European supervision.

JAVANESE RICE TABLE EVERY SUNDAY at 1 p.m.

Bar and Special Dining Room for Private Parties
on the Sea Front.

*Motor Cars, Carriages and Private Rickshaws to be had
at any time by day and night.*

Telephones Nos. 543 and 635.

Telegraphic Address : "RUNNYMEDE, PENANG."

Code : A. B. C. 5th Edition.

English, French, German and Dutch spoken.

Proprietor, A. KERDYK.

Hotel Runners meet all Trains and Steamers.

THE ASIATIC PETROLEUM CO. (F.M.S.) LTD.

Suppliers of all Petroleum Products.

BEST REFINED

KEROSINE OIL

For Illuminating, use in Oil Engines and other purposes.

FINEST QUALITY

Lubricating Oils and Grease

For all purposes, special grades manufactured for use in Motor Cars, Steam, Gas and Oil Engines, Rubber Machinery, Mining Machinery, &c., &c.

Tarakan Crude Oil

An Efficient and Economical WOOD PRESERVATIVE.

**"TURPENE" (Mineral Turpentine), CARRIAGE AND MINING CANDLES.
PARAFFIN WAX. ASPHALT FOR ROAD-MAKING.**

THE ASIATIC PETROLEUM CO. (F.M.S.) LTD., Singapore and Ipoh.

A. C. HARPER & CO.—Agents for Selangor.

J. & Q. McClymont—Agents for Negri Sembilan.

Motor "SHELL" Spirit



"SHELL" MOTOR SPIRIT can now be obtained at the following Towns in the Malay Peninsula:—

TOWN.	DEALER.	TOWN.	DEALER.	TOWN.	DEALER.
Alor Star ...	Swee Hin.	Kuala Kurau... ..	Teow Gnan Hin.	Rawang	Kong Kee.
Bagan Serai	Kee Bee.	Kuala Lumpur	A. C. Harper & Co.	Salak North	Ee Soon.
Batu Gajah	Hoe Choon.	"	Federal Garage.	Seremban	McClymont & Co.
Bentong	Ho Wah Kee.	"	Federated Engineering Co	Siputeh... ..	Woh On.
Bidor	Ban Eng.	"	Morgan's Agency.	Sitiawan (Simpang	
Brnas	Keat Sin Leong.	"	Central Malaya Engineer-	Ampat)	Keat Sin Leong.
Butterworth	Hassan & Co.	"	ing and Motor Works.	Slim	Swee Ban Hin.
Chemor	Khye Soon.	"	Cycle & Carriage Co.	Sungei Bakap	Poh Choon (Tow Kay
Chenderiang	Ban Guan Leong.	"	Hibbert, Woodroffe & Co.		Kee Tek Thye).
Gopeng... ..	Keat Sin Leong.		Ltd.	Sungei Siput	Kong Seng Leong.
Ipoh	G. W. Wilson.	Labat	Kwong Kee.	Sungkai	Sim Hong.
"	Wearne Bros. Ltd.	Lengsong	Eng Hin.	Taipeng	Khye Guan & Co.
"	Wing Lee.	Malacca	McClymont & Co.		Taik Ho & Co
Johore	Sahil & Co.	"	Ee Bee & Co.	Tampin... ..	Khiam Aik.
Kajang	Sin Hock Joo.	Menglemba	Keng Hin & Co.	Tandjong Rambutan	Sin Seng Bee.
Kampar	Ban Hock Hin.	Parit Buntar	Lee Sang.	Tapah	Hock Bee Hin.
Kelantan	Dnff Development Co.	Penang	Sin Joo Eng.	Teluk Anson	H. Melbye.
Klang	A. C. Harper & Co.	"	Chin Seng & Co. Ltd.		Tait, Son & Co
"	Ban Guan.	"	Keat Sin Leong.	Temoh	Kwong Chan.
"	Hock Bee & Co.	Port Dickson	Chin Kooi & Co.	Trolak	Sim Cheong.
Kuala Kangsar	Guan Seang Bee.	Fusing	McClymont & Co.	Tronoh... ..	Yet Un.
Kuala Kubu	Ban Joo.	Raub	Hock Gnan Hin.		
			Yong Joo Long.		

"POWERIN" MOTOR SPIRIT for 'Busses, Lorries and Commercial Vehicles.



THE FINEST
STORE
EAST OF SUEZ

Little's

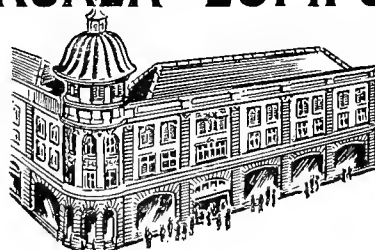
SINGAPORE.—The Singapore premises of Messrs. John Little & Co., Ltd., designated "The finest Store East of Suez," are situated in the central part of the town, and Tourists will find after a long, hot round of sight-seeing, that a short stay of inspection in Little's cool and airy showrooms, with perhaps a cold tiffin, a refreshing cup of tea, or a delicious ice cream, will be not the least pleasant part of the day's outing. Some idea of the size of Little's General Store can be imagined when it is stated that the

premises have a floor space of over 3½ acres. The Store is fitted up in the most modern manner and every possible want is catered for in goods from the best markets in the World.

KUALA LUMPUR.—Some time ago Little's acquired a site of 12,400 sq. feet, with a frontage of over 120 feet towards the New Embankment Road and of over 110 feet towards Ampang Street. On this site has been erected an imposing three-storey building on the lines so successfully carried out in Singapore. Electric Lifts and Fans are provided, also a Refreshment Room for the convenience and comfort of visitors and customers. John Little's bring their resources, through the medium of their catalogues, to your doors, enabling you to draw on the most complete, modern, and fairly priced collection of merchandise in the F. M. S. This places "Outstation" customers on an equal footing with those who shop personally at Little's.

Little's

KUALA LUMPUR PREMISES.



THE FINEST STORE
IN THE F.M.S.

Catalogues posted free.

D. G. ROBERTSON, LTD.,

Engineering Works,

ROBERTSON ROAD, KUALA LUMPUR,

FEDERATED MALAY STATES.

Improved

Rubber Curing Machinery.

ALL OF BRITISH MANUFACTURE.

Complete Estimates supplied free for Machinery and Buildings.

Engineering Stores of every description supplied.

LARGE STOCKS KEPT.

Our New Improved STANDARD RUBBER MACHINE is driven by Machine-made Helical Gearing and actuated by our Special Friction Clutch, which eliminates all noise, shock or jar.

CALL AT OUR WORKS AND INSPECT THESE RUNNING.



(PENANG)



(IPOH)

WHITEAWAY, LAIDLAW & CO., LTD.



SINGAPORE

ESTABLISHMENT

DRAPERS,

FURNISHERS

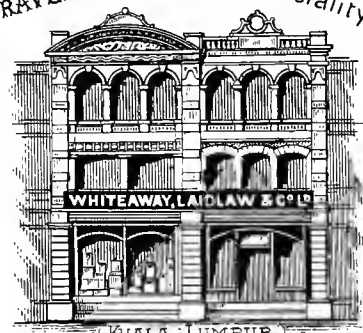
AND
GENERAL OUTFITTERS.

TERMS: CASH

IMPORTERS OF BOOTS & SHOES, CHINA, GLASS, ETC.
TRAVELLING GOODS - a Speciality.

NO ACCOUNTS

Branches in INDIA,
BURMAH, CEYLON,
CHINA, SIAM and
BRITISH EAST AFRICA



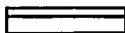
(KUALA LUMPUR)

Illustrated Catalogues
issued from
Every Establishment

Register Your Name with us immediately upon Arrival, and Monthly Catalogue will be sent to any Address

A. C. HARPER & CO.,

**Kuala Lumpur, Klang and
Port Swettenham.**



Share and Stock Brokers,
Shipping and Forwarding Agents,
Estate Agents,
General Merchants,
Insurance Agents,
&c., &c., &c.



Sole Agents for :

De Dion Cars,
Metallurgique Cars,
Vulcan Cars,
Waverley Cars,
Royal Enfield Motor Cycles.

MOTOR ACCESSORIES. DUNLOP TYRES.

AGENTS: ASIATIC PETROLEUM COMPANY.

SHELL MOTOR SPIRIT. LUBRICATING OILS.

Telegrams : " HARPER, KUALA LUMPUR."
" HARPER, KLANG."
" HARPER, PORT SWETTENHAM."

CIVIL, ELECTRICAL, MECHANICAL & MARINE ENGINEERS.

Largest Stocks of Engineers' Stores and Hardware in the East.

SINGAPORE, BANGKOK, IPOH, PENANG, MALACCA, SEREMBAN, MEDAN.

UNITED ENGINEERS LIMITED

SPECIALISTS IN FERRO-CONCRETE AND RUBBER MACHINERY.

A FEW AGENCIES:—

Richard Hornsby & Sons, Ltd.—Gas and Oil Engines.
Sulzer Bros.—Diesel Oil Engines.
Robey & Co., Ltd.—Portable Steam Engines and Semi
Diesel Crude Oil Engines, etc.
Worthington Pump Co., Ltd.—Pumps, Water & Oil Meters.
Pulsometer Engineering Co., Ltd.—“Pulsometer” and
Centrifugal Pumps.
J. W. Brooke & Co.—Motor Boats & Petrol Marine Motors.
J. & C. G. Bolinder—Crude Oil Marine Engines.
John I. Thornycroft & Co., Ltd.—Kerosene Marine Motors.
Halley Industrial Motor Car Co.—Commercial and other
Motor Vehicles.

Bullivant & Co.—Wire Hawesers and Ropeways.
Trussed Concrete Steel Co.—Kahn Bars, Hy Rib, etc.,
Ferro-Concrete Construction.
Bertrams, Ltd.—Rubber Machinery.
Emil Passburg—Vacuum Drying Chambers.
Thomas Piggott & Co., Ltd.—Patent Pressed Steel Tanks.
Willes Dove & Co.—“Bitumastic” Solution and Enamels.
Jewell Export Filter Co.—Water Filters.
Robert Roger & Co.—Steam Cargo and Winding Winches.
Cochran & Co., Ltd.—Boilers.
Triumph Cycle Co., Ltd.—Motor Cycles.

Atlas Preservative Co.—Wood, Boiler and Steel Pre-
servatives.
Twyford, Ltd.—Sanitary Appliances.
Chubb & Sons Lock and Safe Co., Ltd.—Fireproof Doors,
Sales, etc.
Crompton & Co., Ltd.—Electrical Engineers.
Automatic Telephone Manufacturing Co., Ltd.—Tele-
phone Equipments.
Blackman Export Co.—Fan Machinery.
Simms Magneto Co., Ltd.—Magneto & Ignition Sundries.
British Insulated & Helsby Cables, Ltd.—Electric Cables.

BURNS PHILP LINE.

Singapore to Java Ports, Port Darwin, Thursday Island, Brisbane and Sydney *via* Torres Straits. Also taking Passengers and Cargo with transhipment for other Victorian, South Australian and North Queensland Ports, British New Guinea, New Britain, Tasmanian and New Zealand Ports.

SMOOTH PASSAGE.

SUPERB SCENERY.

A regular Monthly Service (about 28th of each month) to above Ports is maintained by the British Steamers "MATARAM," 3,273 Tons, Captain C. W. Bibbing, and "MONTORO," 4,000 Tons, Captain S. Mortimer. They have excellent accommodation for Saloon Passengers, and are lighted throughout by Electricity, and embrace the latest modern improvements for safety and comfort. All Cabins are fitted with Electric Fans. A Refrigerator is fitted on board, ensuring a plentiful supply of ice and fresh Australian provisions and fruits throughout the trip. Doctor and Stewardess carried.

FITTED WITH WIRELESS AND LAUNDRY.

AROUND THE WORLD PASSAGES

and choice of other Routes in conjunction with BURNS PHILP LINE Tickets can be arranged.

Passengers can be booked *via* Sydney, transhipping for Europe by several alternate interesting routes. Particulars obtainable on application.

Rates of Passage (subject to alteration without notice): Singapore to Brisbane, £33 single, £52 16s. return; to Sydney, £35 single, £56 return; to Melbourne, £37 single, £59 4s. return.

Tickets for return passage are available by Steamers of the Australian service of the Koninklijke Paketvaart Maatschappij.

For further information, full details of Routes, Maps, Guide Books, etc., Freight and Passage, apply to the Agents—

BOUSTEAD & CO., Singapore and Penang.

BOUSTEAD, HAMPSHIRE & CO., LTD., Kuala Lumpur and Ipoh.

Illustrated Guide

TO THE

FEDERATED MALAY STATES.

Edited by CUTHBERT W. HARRISON, of the F.M.S. Civil Service,

WITH

Chapters on Big-Game Shooting, Motoring, Mining
and Museums in the Malay Peninsula.

*Seven Illustrations in Colour by Mrs. H. C. BARNARD, and Thirty-two Reproductions from Photographs
by KLEINGROTHER.*

Second Impression, Revised, with Index and improved Map, in **Cloth, 2s. 6d. net.** Post Free, **2s. 9d.**

First Impression, in **Leather, 2s. 6d. net.** Post Free, **2s. 9d.**

MALAY STATES INFORMATION AGENCY, 88 Cannon Street, London, E.C.

Synopsis of Contents.

CHAPTER I.

Touching briefly on the more notable occurrences in the history of the country, Mr. Harrison conducts the traveller from Penang in the north to Singapore in the south, giving, on the way, descriptions of the principal towns touched by the railway or adjacent to it—Taiping, Kuala Kangsar, Ipoh, Tanjong Malim, Kuala Lumpur, Port Swettenham, Port Dickson, Klang, Seremban. In telling phrase and with the colour sense of the artist, he describes the beauties of the jungle, with pictures of Malay life and of the aborigines who dwell remote from civilised man. Tropical agriculture, as exemplified in the products of the land—rice and tapioca, coconuts and rubber, coffee and sugar-cane, and a wealth of fruits—is passed in review, the genesis of the rubber plantation industry told in brief, while reference is made in transit through the localities where these are followed to tin mining and other industries.

CHAPTER II.

Besides supplying the visitor with all needful information as regards hotels and resthouses, diet, means of transport, clothing, the purchase of curios, and what simple precautions should be followed for the preservation of health, Mr. Harrison indicates the facilities and districts for shooting and fishing, with details regarding the laws governing big-game shooting. Racial characteristics receive attention, with particular reference to Malay family life, education, dress, customs and pursuits. Place-names are discussed with charming freshness and lucidity, and, with no less charm, the editor discourses on the luscious fruits of Malaya. Planting life is fully described, especially coconut and rubber cultivation, and an idea is given of the daily routine of a rubber estate.

Synopsis of Contents—(continued).

CHAPTER III.

In his hints for motorists, Mr. J. H. M. Robson says the best time for motoring in Malaya is between April and September. His advice in regard to cars and their landing is valuable. Routes are sketched traversing the Peninsula from either Penang or Singapore, with distances for the daily run, and the necessary information is given as to garages and the supply of petrol and personal outfit. There is an excellent road system of over 2,000 miles in the Peninsula.

CHAPTER IV.

Big-game shooting in Malaya means the hunting of elephant, seladang, and rhinoceros, with a chance of getting an occasional tiger or leopard. As an authority on the subject, Mr. Theodore R. Hubback supplies all the necessary information as regards cost, equipment, camp outfit, rifles, trackers and carriers, the localities where game may be found, and how a kill may be secured.

CHAPTER V.

Before buying curios and articles of native manufacture, the visitor would be well advised to visit the Museums at

Taiping and Kuala Lumpur, both of which illustrate, more or less completely, the Zoology, Geology, Mineralogy and Ethnography of the Malay Peninsula from the Isthmus of Kra to Singapore. The more notable exhibits are dealt with in an interesting manner by Mr. H. C. Robinson, of the Malay Government Service.

CHAPTER VI.

Rich in tin, providing about half of the world's supply, the Federated Malay States also produce gold, coal and wolfram, while there are virgin lands still awaiting survey by the mining engineer. Mr. F. J. B. Dykes' chapter on Mining gives the latest statistics and export duties, and deals with methods of mining, dressing tin ore, sale and smelting, labour, legislation affecting miners, and the supervision of mining operations.

APPENDICES.

Glossary—Statistics—List of Resthouses—Fees for Sporting Licences—Bibliography—Tables of Distances—Itineraries—Legal Tariffs for Vehicles—Currencies and Weights and Measures—Index.

Press Notices.

"Makes curious and interesting reading. It is plentifully illustrated, and there is an excellent map. The literary style, too, is distinctly good."—*The Sportsman*.

"An attractive and informative volume."—*The Financier*.

"The book is thoroughly interesting. . . . The Editor . . . is to be heartily congratulated on the work, which should prove of great value, especially to the large number of people interested in rubber cultivation, mining, and other industries of this rapidly-developing country."—*Financial Times*.

"To anyone who is going globe-trotting round the world, this Illustrated Guide . . . will be one of the necessary books to have amongst the hand-baggage. I have put it among my works of reference alongside Hugh Clifford's books on the Malaysians."—Colonel NEWNHAM DAVIS in *The Sporting Times*.

"An interesting Guide, such as this is, should find a very considerable sale. . . . The book may be specially recommended to men who are going out to Malaya for the first time, as it contains many

most valuable hints on the preservation of health and other matters."—*The Home & Colonial Mail*.

"This compact, little Guide."—*Pall Mall Gazette*.

"The volume has much to recommend it."—*The Field*.

"It is profusely illustrated, and the contents will prove entertaining reading by those interested in rubber and tin shares. To those who are about to take up a position in the Malay States, and to those who are inclined to travel, the Guide should prove invaluable."—*The Capitalist*.

"A most interesting volume."—*The Rubber World*.

"The volume before us appears at a most opportune time, and should prove distinctly useful. From it the reader can obtain the fullest information on all subjects connected with life in the Federated Malay States. Moreover, the various data is conveyed in a more or less narrative form, which is more interesting than the dry-as-dust style of the ordinary guide. Those whose business or desire to travel should take them to this part of the world will find Mr. Harrison's book of great service."—*The London and China Telegraph*.

On sale at Railway Bookstalls, and from Pritchard & Co., Penang, John Little & Co. and Kelly & Walsh, Singapore.

GRAND HOTEL DE L'EUROPE, LTD. SINGAPORE.

Recently Redecorated and Refurnished and under quite
New Management.

The Hotel offers every advantage conducive to health
and comfort.

Every Room has a Bath and Dressing Room attached.
Self-contained Suites of Apartments.

Most up-to-date Sanitary Arrangements.

Electric Lights and Ceiling Fans everywhere.

The **New Management** has a reputation for a well-
conducted service and cuisine par excellence, under
the direct supervision of a European Chef and
European Assistant.

Two Lifts to Floors and Promenade Roof.

Hotel Orchestra plays during Tiffin and Dinner.

The Hotel has an unrivalled position and is patronised by
the Elite of European and American Society.

F. P. BAUR, MANAGER,

—  — **LATE SAVOY HOTEL, LONDON.**

GRAND HOTEL DE L'EUROPE, LIMITED. SINGAPORE.



F. P. BAUR, MANAGER.

CABLE ADDRESS :
"EUROPE," SINGAPORE.

—  — LATE SAVOY HOTEL, LONDON.

PAPERS ON MALAY SUBJECTS.

(Published by direction of the Government of the Federated Malay States.)

PRICE: ONE DOLLAR EACH.

Literature.

- I. Romance, History and Poetry.
- II. Literature of Folk-lore, etc.
- III. Proverbs and Letter-Writing.

Law.

- I. Introductory Sketch.
- II. The Ninety-nine Laws of Perak.

History.

- I. Malay History, and II. Notes on Perak.
- III. Perak Council Minutes, 1877-1879.
- IV. „ „ „ 1880-1882.
- V. Notes on Negri Sembilan.

Life and Customs.

- I. Incidents of Malay Life.
- II. Circumstances of Malay Life.
- III. Amusements.

Industries.

- I. Arts and Crafts.
- II. Hunting, Fishing and Trapping.
- III. Rice Planting.

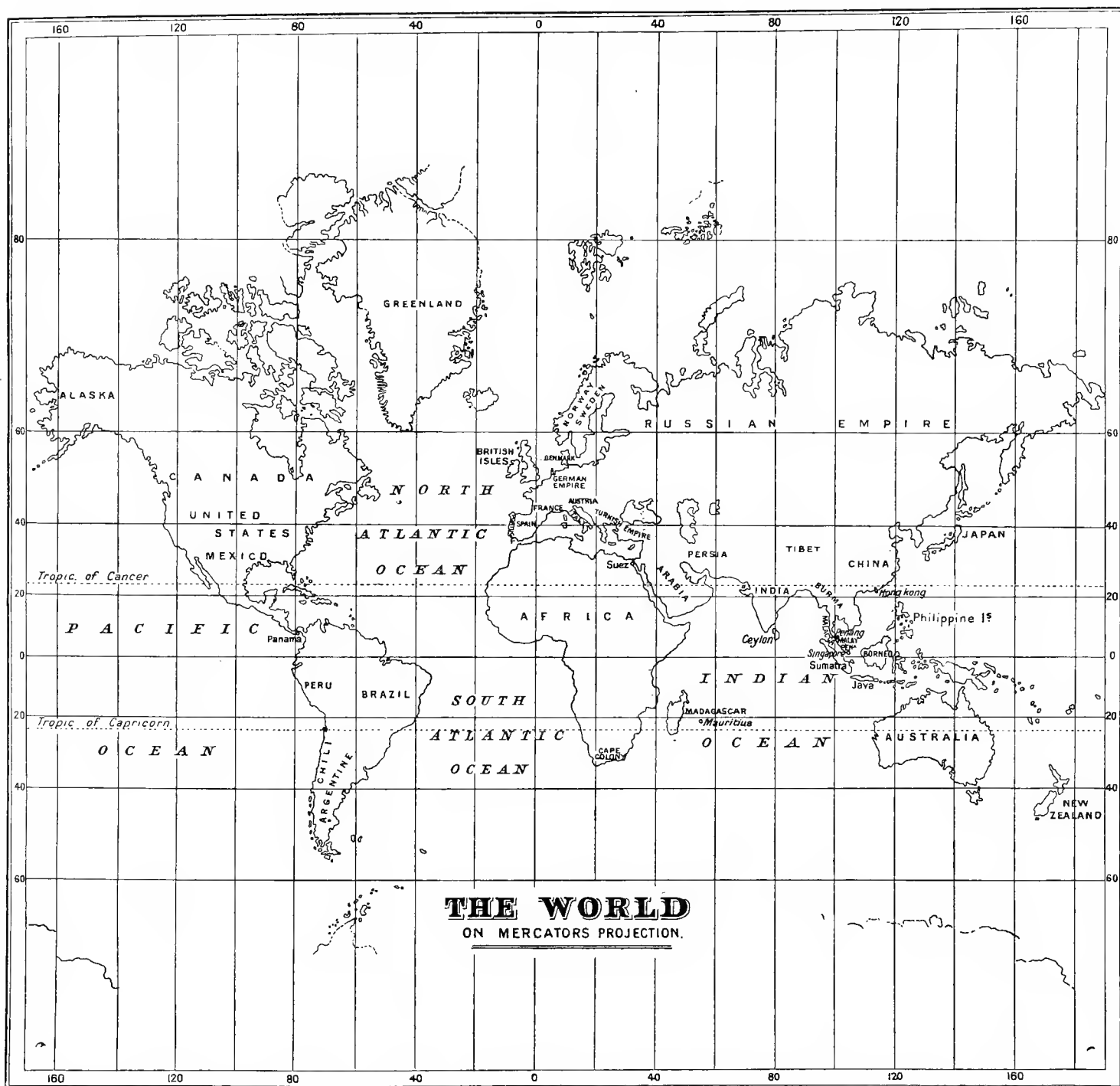
Supplement.

The Aboriginal Tribes.

Second Series.—Jejebu.

The Land Laws and Land Administration of the Federated Malay States. Price : 25 Cents.

On sale at the F.M.S. Government Printing Department, Kuala Lumpur.



BY ROYAL WARRANT



TO H.M. KING GEORGE V.

LOUIS ROEDERER CHAMPAGNE.

Stocked in Magnums, Quarts
and Pints.



NON-VINTAGE
RESERVE FOR GREAT
BRITAIN,
and
1906 VINTAGE.



Obtainable at the leading Hotels
throughout the Federated Malay
States and Straits Settlements.

Sole Importers :

Hibbert, Woodroffe & Co.
LIMITED,

**KLANG, IPOH and
KUALA LUMPUR.**

THE MALAY PENINSULA.

The Land Route from Singapore to Penang.

"Mislike me not for my complexion.
The shadow'd livery of the burnish'd sun,
To whom I am a neighbour and near bred."
—*Merchant of Venice.*

What strikes the traveller, as his ship rounds the northern end of Pinang, is the extraordinary beauty of the scene to which he is introduced with almost startling suddenness. On his right is the island, a vision of green verdure, of steep hills rising from the water's edge till they culminate in a peak 2,500 ft. high. The sides of these hills are partly forest, partly cultivated, but everywhere green, with the freshness and colour of tropical vegetation washed by frequent rains. About the hills, at varying heights, are picturesque buildings nestling amongst the trees or standing on outcrops of grey rock. Down by the shore—a fascinating in-and-out shore of little sandy bays and little rocky promontories—there is a deep belt of palms, shading but not altogether concealing quantities of brown cottages. Then a broad ribbon of sand, sometimes dazzlingly white, sometimes streaked, or wholly tinted, with burnt sienna; and so the sea, a very wonderful summer sea, blue or grey or pale gold, under different conditions of sunlight, often chequered by great purple and indigo cloud shadows. Along the beach lie boats and nets set out to dry; black nets and brown nets, of immense length, stretched on a framework of poles; quaint objects and infinitely picturesque, but not more so than the fishing stakes, the upper half of which stand above the water, many fathoms from the shore, on the edge of every sand bank. That is what you see as you round the north foreland, by the loftily placed lighthouse; and then, in a moment, there is the town, and the ship seems to be running into its main street. The white buildings and red roofs, which house a hundred thousand people, crammed closely together on the flat tongue of land that stretches, from the foot of Pinang Hill, right out into the Strait which divides it from the mainland, just as though the island were ever trying to get its foot back on to the opposite shore. And when the red roofs cease to catch the eye as a mass, they twinkle at you, here and there, from out the foliage of garden and orchard, till all is merged in green and purple against the background of that great hill (Penang.—From Swettenham's "British Malaya.")

Here begins one of those long and very beautiful climbs upward to which the traveller, if he has gone by road from north to south through the country, will have grown almost accustomed. But custom cannot stave the infinite variety of the jungle or dull the feeling of vague gratitude to someone, we know not whom, who has made it possible for us to pass thus, in comfort and pleasure, through its deepest recesses. The road is in the jungle indeed but not of it, for what can be more foreign to the jungle than this weedless surface, this uncompromising smooth metalling, this orderly alignment of a road? Yet the jungle seems scarce conscious that the heart of it has been cut open and its beating exposed. The blue and black butterfly which flits unobtrusively through the flickering blue and black lights of the forest will yet congregate in numbers on the bright surface of the road, and here, where a little spring has forced itself through the steam-rolled metal, a band of yellow butterflies and white butterflies chase each other to and fro or sit sipping the moisture on the road surface. Shrill insects scream in the dark recesses by the roadside and here and

there a bank has slipped. Such slips are the jungle's perpetual reminder of its right of way (The Open Road.—F.M.S. Illustrated Guide.)

The gardens and lake which are such a feature of Kuala Lumpur are about half a mile from the railway station. Just before their gates stands the Museum, an account of which will be found elsewhere. But the whole of the English quarter of Kuala Lumpur is one garden with roads in every direction contouring the hills and continually offering at every turn fresh scenes of that restrained but still tropical beauty which results from successful effort to preserve some only of the jungle and keep the rest of the ground in green lawns and shady paths. The impression left by the town on the mind of the traveller is of perpetual freshness, verdure and colour, of bright lights and scented breezes, and of a spacious picturesqueness very grateful to the eye (Kuala Lumpur.—F.M.S. Illustrated Guide.)

Between the docks and the town, a bold headland, crowned by a battery, juts out into the water, and forms the southern horn of a crescent which embraces the whole city; till the land curves round to a far distant point, where a thick grove of palms faintly indicates the northern horn. Singapore from the Roads is very far to see. From Mount Palmer (the fortified headland) to the Singapore River—that is, about one-third of the crescent—there is an unbroken mass of buildings, shining and white, facing the sea. The next third is green with grass and trees, through which are caught glimpses of public buildings and the spires of churches, backed by low hills, on one of which, in the distance, stands white and stately the Governor's residence. The remaining third is again covered by closely packed houses, seen indistinctly through a forest of masts. The space enclosed by the beach and a line drawn from horn to horn of the crescent would contain about 1,500 acres of water, and that is the real harbour of Singapore. Native craft, mainly Chinese junks, great and small, with hundreds of other vessels of every form, and size, and rig, lie crowded together in the northern half, while the southern half is occupied by numbers of small coasting steamers. Outside, in the deeper water, four or five miles from shore, is the man-of-war anchorage. As for launches and cargo boats, fishing boats, passenger boats, and pleasure yachts, their name is legion, and their goings to and fro, day and night, are ceaseless. The Singapore river is so tightly packed with hundreds of small craft that it is difficult enough to preserve a fairway to admit of passage. On shore it is the same; the place is seething with life, and, to the unaccustomed eye, the vehicles to be met with in the streets are almost as strange as the boats in the harbour; while such a medley of nationalities, such a babel of languages, surely finds no parallel in all the world. Of colour and life there is enough to satisfy the greediest: of heat and dust and strange smells there are usually too much for the western visitor. Only the extraordinary novelty of the scene, the wonderful colouring, the unusual interest, will banish every other feeling—for a time (Singapore.—Swettenham's "British Malaya.")

BRITISH



MALAYA

Cornell University Library
DS 592.F29 1914

Federated Malay States Railways :pamphle



3 1924 011 085 457

ech

